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ONE SHILLING.

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A DESCENDANT OF THE PILGRIM FATHERS COMES TO PLYMOUTH BY AIR, ACROSS THE ATLANTIC:
COMMANDER READ, AND HIS CREW, GREETED AT THE "MAYFLOWER" STONE.

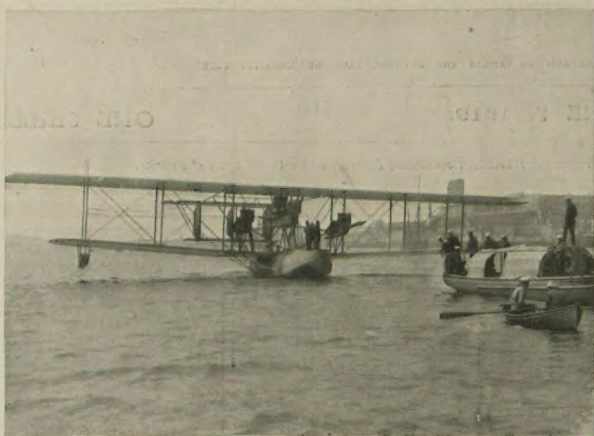
The American seaplane "N.C.4," piloted by Lieut.-Commander A. C. Read, U.S. Navy, arrived at Plymouth on May 31 after successfully accomplishing the first flight across the Atlantic via the Azores and Lisbon. The Mayor of Plymouth (Councillor E. P. Brown) welcomed the gallant aviator and his crew at the "Mayflower" Stone on the Barbican,

the self-same spot from which the Pilgrim Fathers sailed 300 years ago. The Mayor (on the left) is seen here making his speech of welcome. Commander Read's brother, who makes a hobby of genealogy, has discovered that eight of their ancestors left Plymouth in the "Mayflower" in 1620.

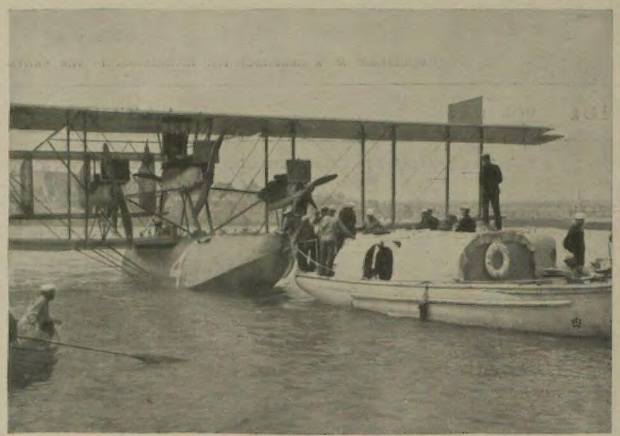
PHOTOGRAPH BY TOPICAL.

THE ATLANTIC FLOWN: ENGLAND WELCOMES AN AMERICAN TRIUMPH.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, BRITISH ILLUSTRATIONS LTD., AND L.N.A.



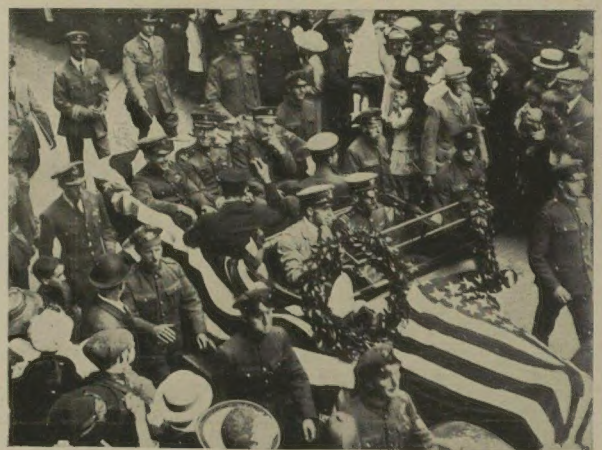
THE SEAPLANE WHICH FLEW THE ATLANTIC: "N.C.4" AT PLYMOUTH—COMMANDER READ ABOUT TO BOARD A U.S. PINNACE.



BOARDING THE "AROOSTOOK'S" PINNACE: COMMANDER READ AND HIS CREW LEAVE THE "N.C.4" TO LAND AT PLYMOUTH.



PLYMOUTH'S WELCOME TO THE SUCCESSFUL AMERICAN PILOT: COMMANDER READ AND HIS CREW IN A DECORATED CAR.



WITH THE STARS AND STRIPES DRAPING THE BONNET: COMMANDER READ (NEXT THE DRIVER) IN PLYMOUTH.



WHENCE THE PILGRIM FATHERS STARTED: COMMANDER READ LANDING AT PLYMOUTH.



COMMANDER READ'S ARRIVAL IN LONDON: SHOULDERED BY HIS COMPATRIOTS.



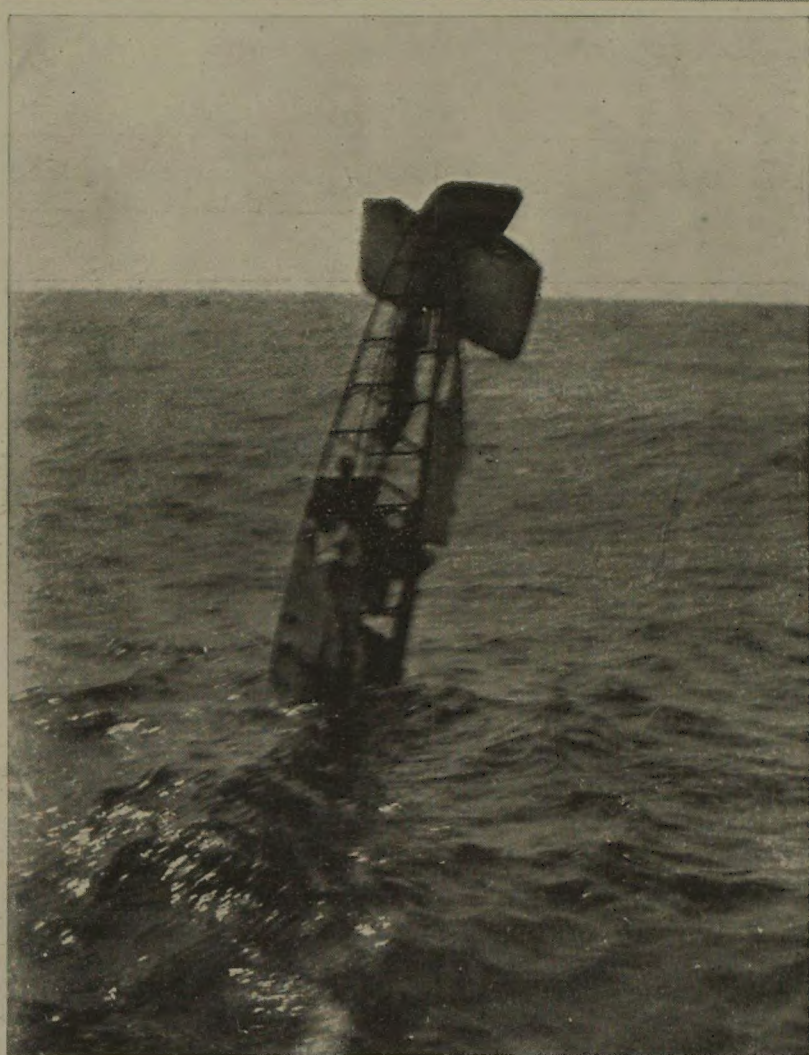
FIRST TO CONGRATULATE HIS RIVAL: MR. HAWKER (L.) AND COM. READ AT HENDON.

The "N.C.4" came down on the water opposite the Citadel at Plymouth at 2.30 p.m. on May 31. Commander Read and his crew were taken off by an American naval pinnace, and, after a reception on board the "Rochester," landed amid great enthusiasm at the Barbican, whence the Pilgrim Fathers sailed for America in 1620 in the "Mayflower." There they were welcomed by the Mayor (as shown on our front page), and, later, drove in decorated cars through Plymouth to the Grand Hotel, where they were entertained to lunch. The next day they came up to London by train, and received a

wonderful welcome at Paddington, where American sailors and soldiers lifted Commander Read shoulder-high and carried him round the neighbouring streets. Mr. Hawker, who asked the crowd to "keep their cheers for the man who did the trick," was the first to congratulate him, and was also "shouldered" by the Americans. Then they were brought back to the station, and a procession of cars left for the Royal Aero Club. Commander Read rode in Mr. Hawker's car, the latter driving. Cheers greeted them all along the route. Later they visited the Hendon Aerodrome.

FROM MID-ATLANTIC TO MID-LONDON: SALVING HAWKER'S MACHINE.

PHOTOGRAPHS BY TOPICAL, FARRINGTON PHOTO. CO., C.N., AND L.N.A.



FLOATING TAIL UPWARDS IN MID-ATLANTIC: THE DERELICT AEROPLANE AS IT WAS FOUND BY AN AMERICAN STEAMER.



ON BOARD THE "LAKE CHARLEVILLE": LIEUT.-COMMANDER A. C. WILVERS (CAPTAIN) WITH THE SALVED MACHINE.



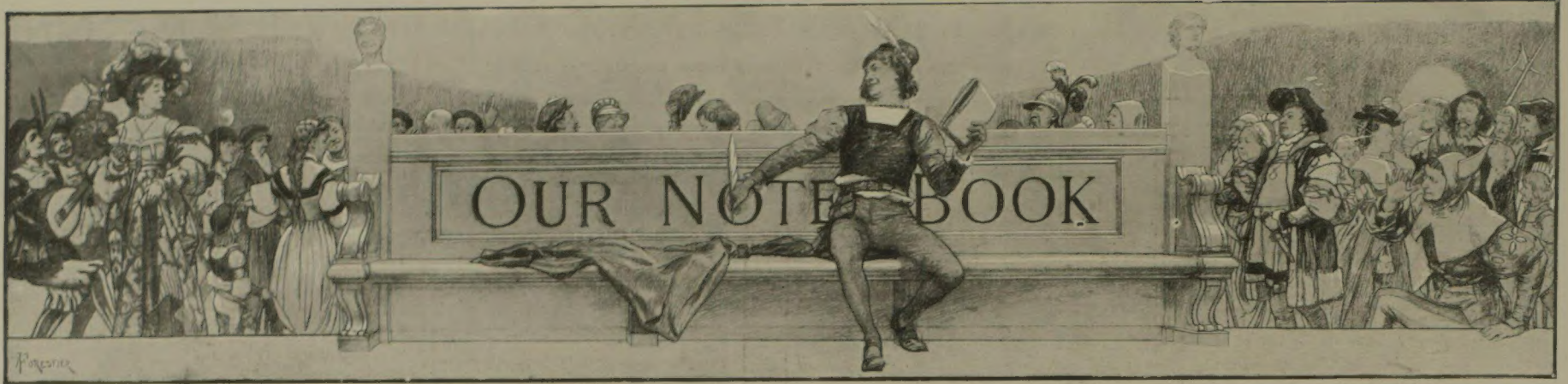
THE ARRIVAL OF THE SALVED AEROPLANE AT FALMOUTH: THE MACHINE (COVERED WITH TARPULIN) HOISTED ASHORE.



THE SALVED MACHINE IN LONDON: HOISTED BY CRANE TO THE ROOF OF MESSRS. SELFRIDGE'S IN OXFORD STREET.

The wreckage of the Sopwith aeroplane flown by Mr. Hawker and Commander Grieve in their attempt to cross the Atlantic, was picked up on Friday, May 23, four days after the two aviators had been rescued by the tramp steamer "Mary." The aeroplane was found by the American steamer "Lake Charleville" (Lieut.-Commander A. C. Wilvers), bound

from Montreal to Rotterdam. The machine, badly damaged, was floating tail upwards in mid-Atlantic, about 1200 miles from Newfoundland. The "Charleville" immediately headed for Falmouth, where the aeroplane was landed on May 28. Later, it was brought to London, and placed for exhibition on the roof of Messrs. Selfridge's.



By G. K. CHESTERTON.

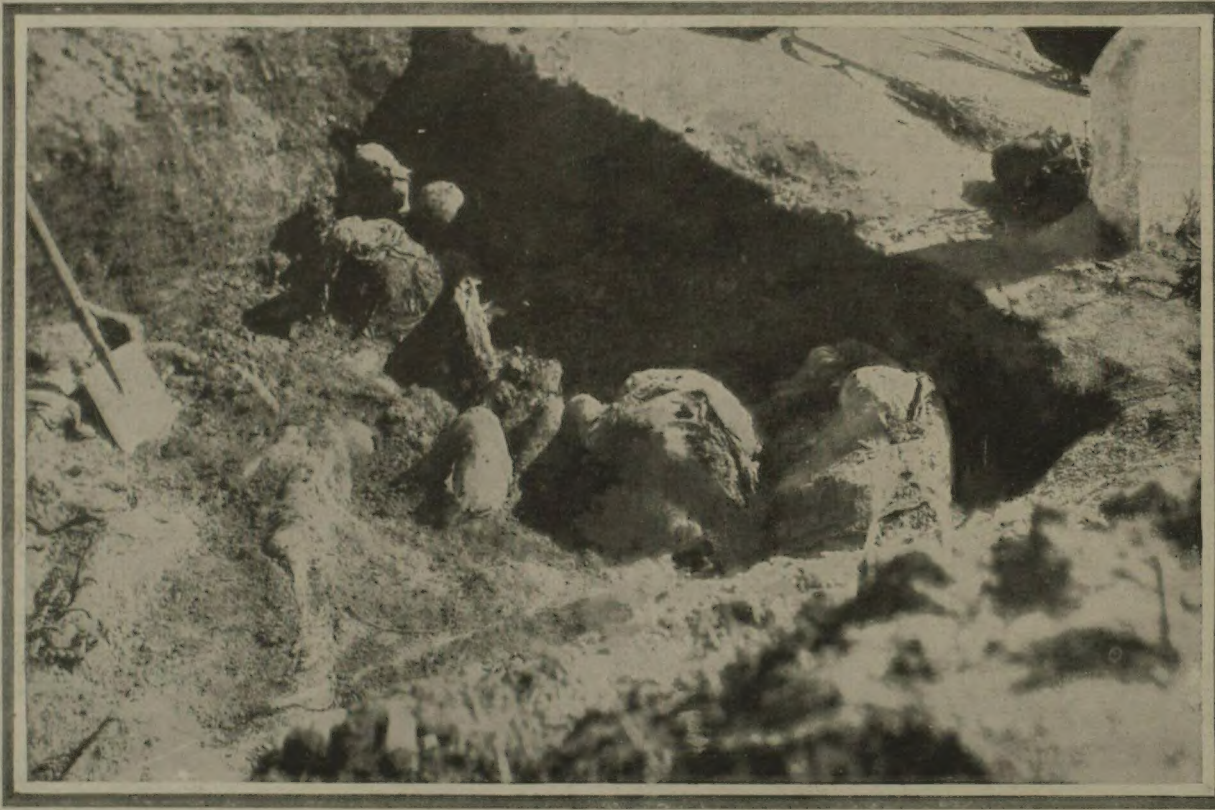
NEWSPAPERS or newspaper cuttings have recently been sent to me, apparently as part of a propaganda conducted by Mr. Upton Sinclair, the American Socialist, in favour of the release of Mr. Eugene Debs, another American Socialist. So far as I know, Mr. Debs is a sincere and single-minded man; and he may be quite conscientious although he is a conscientious objector. The only thing I ever heard about him, beyond his leadership of American Socialism and his candidature for the American Presidency, was a story so entertaining that I fear it must be quite untrue. It was stated, I believe, in some sketch of American strikes in the old *Review of Reviews*, that Mr. Debs was a religious mystic of a rather remarkable kind. He thought the Messiah was incarnate, not merely in himself, but conjointly in him and a Socialist comrade of his. The best part of the story, considered merely as a story, was that the other Socialist strongly objected to this arrangement. He presumably preferred being one whole human being to being half a superhuman being—in which he has my entire sympathy. I do not suppose Mr. Debs did hold this slightly insane opinion, but I mention it in order to say frankly that I think it far less insane than the opinion which he admittedly does hold. A morality which makes it immoral to fight against any possible form of wrong strikes me as more monstrous than any mystical exaggeration of the idea of the image of God or the divine presence in the soul. It is more of a madness, because it alters objective and not merely subjective things. A man who mistakenly supposes himself a prophet is, after all, in the same world with a man who mistakenly supposes himself a poet. But a man who thinks a tortured Belgian child a tolerable sight, when he could prevent it with a blow, is more like a man who thinks a lamp-post is a cow, or a tree is an elephant. He has literally lost his senses, and not merely his sense. And as for the attempt to divide his divinity, as St. Martin divided his cloak, it seems to have a fine air of generosity, if not a convincing air of sanity. It is much better than being a conscientious objector, whose conscience is solitary, for its very theocracy is sociable. I prefer the man who will give half of his godhood to the man who will not give anything of his manhood.

But I only introduce the topic of Debs in connection with the topic of democracy, which Mr. Upton Sinclair connects with it almost to the point of identification. Now Mr. Debs may be a democrat, and even Mr. Sinclair may be a democrat; but, if so, he is an unconscious democrat who does not happen to know what is meant by democracy.

He uses the word twenty times to a page; and I really think the time has come to make some protest against this unfortunate political term being repeated in so ceaseless and senseless a fashion. As it is, it is employed anywhere because it is employed to mean anything. The American Socialists, we are told, want the conscientious objector released because it would be more democratic to release him. They suggest that England is actually more democratic than America because it releases him more readily or treats him more humanely. They suggest it is a disgrace to American democracy that so conscientious an objector is objected to in so practical a fashion. Now what on earth does all this mean? What on earth does democracy mean? It means that the people rule; it is one of the very few words

safely have been treated better. But I do not think this is due to democracy, for two simple reasons—first, that amiability is not a particularly democratic virtue; and second, that England is not a particularly democratic country. Lord Hugh Cecil, who intervened for the imprisoned pacifists, certainly from highly chivalrous motives, is a very good specimen of the kind of Englishman who would probably intervene for them. He was acting like an aristocrat; if you like to put it so, he was acting like a gentleman. But he certainly was not acting especially like a democrat; and he will be very much annoyed with Mr. Sinclair or Mr. Debs if they tell him he was. The aristocrat has no difficulty in sympathising with a minority, especially a cultured minority; above all, he has no difficulty in thinking of it as consisting of

persons, and having a sort of respect for persons. The virtue of a democracy is that it is more impersonal. It is too large to be bribed or intrigued into sympathy with a family or a club. The democrat only hears that the flag or the cause has been insulted by somebody; and passes on that somebody a sentence which is indignant, but none the less impersonal, and even impartial. The aristocrat suffers from knowing that that somebody is really a Somebody. He remembers that the man wrote a book, that he was eccentrically educated, and not infrequently that he is his own second cousin. There is something to be said



SHOT BY THE BOLSHEVISTS AND BURIED WITHOUT COFFINS: THE REMAINS OF GENERALS RUSSKI AND RADKO DIMITRIEFF EXHUMED.

which really cannot be made to mean anything else. If the American people wish to crush a particular minority, the American Government will be democratic if it crushes that minority. If the American people are more angry than the English people, the American Government will be democratic if it is more severe than the English Government. If the American people wish a pacifist boiled in oil, the American Government will be democratic if it boils him in oil. It may not be humane, it may not be even just, it may not be in any sense right; but it will most certainly be democratic. It is obviously merely a matter of the meaning of words; and even if you think, as I do, that democracy is a good thing, that is not within a thousand miles of saying that it can only do good things.

As a fact, I fancy, the comparative humanitarianism of the English in such cases is not a mark of democracy. It is rather a mark of aristocracy. I do not say this as expressing a mere dissent either from the aristocracy or the humanitarianism. I am glad if the peace cranks were treated relatively well in England; I would myself have treated them better, and I think they could

for both systems; for my own part, with all its dangers, I should prefer democracy. But as for the notion that there is something specially tender and tolerant about democracy, there are a hundred answers to it in history. One rather relevant one will be sufficient here. I mean the fact that a mob in democratic America will sometimes do what was sometimes done by the wildest mediaeval mob, but something which one cannot easily fancy done by a modern English mob. It will burn a man alive.

There are several reasons for correcting this confusion, and one that has a practical deduction just now. If the German people made unjust war indirectly, you do not mend matters by calling them a democracy and letting them make it directly. Democracy may be just, but it does not mean an incapacity for injustice. What it does mean is a responsibility for injustice. As a fact, it is those who will not hold it responsible who really deny that it can rule. Those who say it cannot sin, and must not suffer, mean that it does not will and cannot act. It is they who miss the noble meaning of the word with which they weary the world.

THE MARRIAGE OF LADY DIANA MANNERS: AT ST. MARGARET'S.

PHOTOGRAPHS BY N.L., C.N., ALFIERI, AND PICTURE SERVICE.



THE TRAIN-BEARERS: LADY CAROLINE PAGET; LORD ELCHO;
AND THE HON. MICHAEL CHARTERIS.



MISS VIRGINIA PARSONS, THE DAUGHTER
OF MISS VIOLA TREE (MRS. ALAN PARSONS).



LADY DIANA COOPER AND HER HUSBAND: LEAVING THE CHURCH.

The marriage of Lady Diana Manners, youngest daughter of the Duke and Duchess of Rutland, to Mr. A. Duff Cooper, D.S.O., son of Lady Agnes Cooper, which took place at St. Margaret's, Westminster, on June 2, aroused the greatest interest. Lady Diana's dress of gold tissue was simple in design, but was covered with lace; while the train was also of heirloom lace. The train-bearers were the bride's two nephews and her niece.

The departure of the wedding cortège from the church was rendered picturesque by the innovation of a group of children, who strewed roses in their path. Royalty was represented by the Duke of Connaught, Lady Patricia Ramsay, and Prince Arthur of Connaught; and Society rallied in great force for the ceremony, which was of exceptional interest as well as exceptionally picturesque.

THE "VICTORY" DERBY: NOTABLE ENTRANTS FOR THE GREAT RACE.

PHOTOGRAPHS BY SPORT AND GENERAL.



LADY TORRINGTON'S
"ALL ALONE."



LORD GLANELY'S "GRAND PARADE."



MAJOR W. ASTOR'S
"BUCHAN."



LORD GLANELY'S
"DOMINION."



SIR W. NELSON'S
"TANGIERS."



SIR W. GILBEY'S
"PAPER MONEY."



SIR A. BLACK'S "THE
PANTHER."



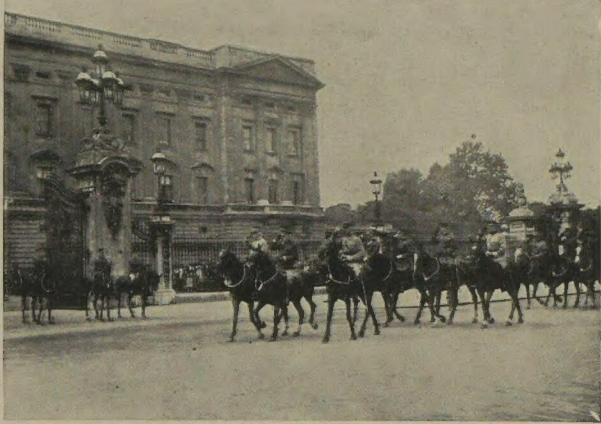
THE MOST-TALKED-OF HORSE AMONG THE STARTERS FOR THE "VICTORY" DERBY ON JUNE 4:
"THE PANTHER," OWNED BY SIR A. BLACK.

The resumption of the Derby this year aroused enormous popular interest. The race was not run during the last four years of the war (1915 to 1918), but before that there had been no break in the annual continuity of the event since the first Derby took place in 1780. On that occasion the winner was Sir Charles Bunbury's "Diomed," afterwards sold for 50 guineas. By way of contrast, it may be recalled that a reserve of 40,000

guineas was placed on "The Panther," when he came into the sale ring at Newmarket last year. The popularity of the "Victory" Derby was intensified by the announcement that the King and Queen would be present, accompanied by the Prince of Wales, Princess Mary, and Prince Albert. The royal party arranged to drive to the course from Epsom. Even before the day great crowds began to gather there.

THE FIRST "VICTORY" TROOPING OF THE COLOUR: A STATELY CEREMONY.

PHOTOGRAPHS BY BRITISH ILLUSTRATIONS, C.N., AND SPORT AND GENERAL.



FOREIGN OFFICERS PASSING THE KING AND THE PRINCE OF WALES: OUTSIDE BUCKINGHAM PALACE.



A ROYAL TRIO: (LEFT TO RIGHT) THE PRINCE OF WALES, THE KING, AND THE DUKE OF CONNAUGHT.



MARCHING WITH FIXED BAYONETS: THE SCOTS GUARDS IN THE IMPRESSIVE CEREMONIAL OF TROOPING THE COLOUR IN HYDE PARK.



A NEW WEARER OF THE ORDER OF MERIT: FIELD-MARSHAL SIR DOUGLAS HAIG—AND INTERESTED ONLOOKERS.



ROYAL SPECTATORS: THE QUEEN AND QUEEN ALEXANDRA, WITH OTHER MEMBERS OF THE ROYAL FAMILY.

The "Victory" Trooping of the Colour in Hyde Park, in honour of the King's Birthday on June 3, was a wonderfully impressive ceremony, the Park forming a much more picturesque setting than the Horse Guards Parade. The Brigade of Guards and the Household Cavalry were in khaki, while colour was lent to the picture by the scarlet and gold of the massed bands, and the State uniforms of the Household Cavalry band. Behind

the King, at the saluting base, were the Prince of Wales, the Duke of Connaught, and Sir Douglas Haig. In the photograph showing the Royal Pavilion may be seen (from left to right) the Queen (third from left), Queen Alexandra, Princess Victoria, Princess Mary, Princess Arthur of Connaught, and Lady Patricia Ramsay. Prince Henry is seen standing behind Princess Mary in the photograph, and Prince Albert on the extreme right.

CAMERA NEWS: IN BEYROUT, PARIS, VERSAILLES, AND LONDON.

PHOTOGRAPHS BY ZABBAI, C.N., ILLUSTRATIONS BUREAU, AND SPORT AND GENERAL.



THE EMIR FEISUL AT BEYROUT: HIS ARRIVAL AT THE HOUSE OF THE GOVERNMENT COMMISSIONER.



THE CHIEF OF THE ARAB ARMY AT BEYROUT: THE EMIR FEISUL AT A RECEPTION IN THE MUNICIPAL GARDENS.



THE BUILDING OF THE PERSHING STADIUM AT JOINVILLE, NEAR PARIS: AMERICAN AND FRENCH SOLDIERS AT WORK.



WHERE THE GERMAN COUNTER-PROPOSALS WERE PRINTED: A PRINTING-PRESS IN A GERMAN RAILWAY WAGON AT VERSAILLES.



THE PRINCE OF WALES RECEIVES THE CITY FREEDOM: SIGNING THE ROLL—(ON THE RIGHT, PRINCE ALBERT).



AFTER INSTALLING THE PRINCE OF WALES AS GRAND MASTER: KNIGHTS OF ST. MICHAEL AND ST. GEORGE LEAVING ST. PAUL'S.

The Emir Feisul, who as Commander-in-Chief of the Army of the King of Hedjaz did such good service in the war, recently arrived at Beyrout, in Syria. In the right-hand group the figures in front are (left to right)—Sub-Commissioner Copin (chief French Administrator), General Hamelin (commanding the French Army of Occupation), the Mayor of Beyrout, the Emir Feisul, General Fane (commanding the British Army of Occupation), the Cadi (Grand Imam of Beyrout), and the Mufti (Grand Sheikh of

Beyrout).—The Pershing Stadium at Joinville, just outside the Paris wall, has been built by the Americans in France, at a cost of 600,000 francs, for the Inter-Allied Games, to be held from June 22 to July 6. After the Games it will be presented to the French Government.—On May 29 the Prince of Wales was admitted, by right of patrimony, to the Freedom of the City of London at the Guildhall. On June 2 he was installed in St. Paul's Cathedral as Grand Master of the Order of St. Michael and St. George.

TO BE MADE INTO PARKS: DEMOLISHING PARIS FORTIFICATIONS.

DRAWN BY L. SABATTIER.



PROVIDING MORE OPEN SPACES, AND WORK FOR UNEMPLOYED: THE DEMOLITION OF THE FORTIFICATIONS OF PARIS.

The experience of the war, and of bombardment by long-range "Berthas," proved that the old fortifications of Paris, dating from the time of Louis Philippe and used in 1870, would now be of little use as defences. The military authorities and the Municipal Council, who had held opposing views on the subject, recently came to an agreement, and it was decided to carry out a long-considered project. The fortifications are to be demolished—the huge walls razed, and the moats filled in—and in their place parks and recreation grounds will

be laid out, while an eighth of the space to be levelled (some 478 acres in all) will be occupied by workmen's dwellings on the garden city plan on each side of the main roads leading out of Paris. Thus more breathing space will be provided for the increasing population, and at the same time work will be found for the numerous unemployed formerly engaged on munitions. The City of Paris is to pay the State £4,000,000 for the new land. Our drawing shows a gang of stone-breakers commencing work.—[Drawing Copyrighted in U.S. and Canada.]

REFUGEES IN MESOPOTAMIA.

By EDWARD E. LONG.

MANY and varied are the beneficent results of the British occupation of Mesopotamia; but of all that has been done there is certainly nothing that can outvie the splendid work in connection with the Christian refugees from Turkish, Kurdish, and Persian tyranny. When Turkey declared war against Russia, most of the Christian inhabitants of the territory between Mosul, Lake Van, and Urmia, Armenians, and Assyrians, or East Syrians, joined Russia and fought on the side of the Allies. The Russian retreat eventually left these people, ill-armed and scattered, to wage an unequal contest against the Turks and their common enemy, the Kurds; and when in despair they tried to escape through Persia, the Persians drove them back. They fought desperately, and even won gallant victories against great odds several times; but in the end they had no chance, and in their thousands they were compelled to seek refuge from their enemies.

For some time they found themselves unable to effect their escape. Then one of our air officers in Mesopotamia flew to Urmia, and was able to make plans whereby a British convoy was sent to aid them when they had reached a certain point on their way to our lines in Persia, at Hamadan;

but Turkish pressure was so strong that thousands perished, and the survivors, numbering some 50,000, were in a deplorable condition when they reached British protection. At once the problem became pressing of dealing with them effectively, so as to prevent the spread of disease, and to feed, clothe, and house them. Accordingly it was decided to transfer them to a special camp at Ba'qubah, 33 miles N.E. of Baghdad, and connected by rail with that place. Here quarters were soon provided for the entire colony of 50,000 soldiers, and gradually they were transferred thither from Hamadan.

Since August last year the refugees have been in residence at Ba'qubah, and at the present time this city of refuge is really a wonderful sight, and a monumental credit to British pluck, skill, endurance, and humanity. Everything possible has been done for these poor people. Naturally, houses could not be provided, but they are well cared for in tents, and their settlement boasts, in addition, a railway station, churches, and a market. The roads and pathways, water-supply, and drainage systems are as efficient as British military organisation can make them. Not only are the refugees fed and clothed, but their children go to school;

hospitals have been established for the community's benefit; and an orphanage for, sad to say, the nine hundred orphans. Those of the refugees who are fit to work are employed on road construction and other duties in the settlement, and they are given reasonable rates of pay, with the result that perfect harmony prevails.

Two great divisions amongst the refugees are the Armenians and the East Syrians; and, accordingly, they dwell in entirely separate areas in the camp—a wise and cautious proceeding, since they profess quite different branches of the Christian faith, and speak a different language. The Armenians are much better known than the East Syrians, and may be divided into two sections—the *Ashiret*, or independent tribesmen, and the *Ryat*, or subject people. These, again, are divided into various clan communities, such as the men of Tiari, and Tkuma, of Jilu Baz, Gowa, Shamsdim, Tergawar and Mergawar, and Bohtan. All claim to be descended from the ancient Assyrians; and in their picturesque dress, with their pointed black beards and conical hats, they look as if they might have just stepped down from the Layard sculptures at the British Museum. Their language is Syriac, and their faith is Nestorian Christianity.

A WORD FOR WRESTLING.

By E. B. OSBORN.

BOXING is once more flourishing mightily, and I am glad it should be so, for it is one of the finest of personal pastimes, and unsurpassed as a physical and moral discipline. But why is it that the sister art of wrestling, another essentially English game, is so unjustly neglected? It is one of the oldest of English sports, as we know from the many references in the literature of "Merrie England." Who, if he loves to live (as I do) under the greenwood tree in Robin Hood's blithe company, does not remember the noble array of prizes offered by the famous outlaw in a wrestling tournament? It is, indeed, surprising that the oldest of our *Ludi Humaniores* has never yet been systematically practised at Oxford and Cambridge. The reason why it is neglected there is probably because none of the Public Schools—not even Blundell's, where "girt Jan Ridd" acquired the art of felling his man—countenances wrestling, chiefly, no doubt, because of an exaggerated fear of green-stick fractures and other injuries. But such casualties are not at all likely to occur if the bouts take place on well-matured turf or a suitable mat, and there is more danger of snapping a bone in a fast tackle at Rugby football.

But, if wrestling is to become one of our regular pastimes, what form should be adopted? There is a very large choice. Many foreign countries have their own indigenous systems, and some of them have excellent points. The Icelandic *glima* is a very charming variety; the Swiss *swingen* is also a swift and exhilarating style. The Japanese *ju-jitsu* is to some extent acclimatised in this country—in a decidedly mild and bowdlerised form—and the *sumo* of the same origin, which is really the catch-as-catch-can style, with much quaint ceremonial added, interested thousands of visitors to the White City some years ago. It is most unlikely, however, that any alien style can ever catch on in this country. So the choice actually rests between the styles that are indigenous in England—that is to say, the Lancashire catch-as-catch-can, the Cumberland and Westmorland style, and the hugging-and-heaving in linen jackets (which provide a *holt*) which was still practised in Devon and Cornwall in pre-war days. But the West Country style is more artificial than that which is still popular in Cumberland and Westmorland, and not so easily judged, so that it may as well be ruled out forthwith.

The choice, then, is between the Lancashire catch-as-catch-can and the Northern style so triumphantly practised by the twenty-stone Steadman and the nineteen-stone Lowden, and other mountainous celebrities of the Grasmere Ring. A Lancastrian myself, I have a patriotic prejudice in favour of the stark Lancashire game, which has certainly produced some amazingly fine little athletes, leopard-like in their strength and agility. It was an eight-stone Lancastrian wrestler, originally a miner, who taught me the use of the "half-Nelson" and many another device for self-defence at close quarters, which proved invaluable in the various "scrapping-hitches" I had to take on, willy-nilly, in my wander-years in the Far West.

But I am very sure that catch-as-catch-can, with its long spells of ground-wrestling, will never be cultivated at our Public Schools and Universities. It is a most difficult game to judge, and offers more opportunities than any other of foul play; so that it is the fine, free, honest Cumberland and Westmorland style which must be chosen. There is no finer exercise.

OIL AND COAL AS RIVALS.

By J. T. SMITH, *Editor of "Oil News."*

IT is rather remarkable, considering that oil and coal are generally looked upon as contrasting fuels, that the products we can obtain from them are so similar. In this country most coal is used in its solid form as fuel to raise heat or to obtain steam; but in other countries, and particularly in Germany, coal is distilled, so as to obtain from it a number of valuable products.

The diagrams on another page show some of the principal products that can be got from petroleum, and also those that can be got from coal. The petrol used to propel motor-cars is counterbalanced by the benzol got from coals, which can be used for the same purpose. The paraffin oil used in our lamps (or something very similar) can also be obtained from coal.

Gas-oil, which is a petroleum product used for enriching coal gas, is very similar to a product that can be obtained from coal. Good fuel-oil can be got both from petroleum and from coal. It is, of course, well known that the principal part of the Navy's fuel oil comes from American petroleum; but it is not so well known that during the last year of the war a considerable quantity of fuel-oil was obtained in England from canal coal. In addition to many thousands of cubic feet of gas per ton of coal, there was obtained

from this canal coal (and is still being obtained) about forty gallons per ton of excellent fuel-oil. This oil, when tested under boilers for steam-raising purposes, proved very efficient; and only a technical disqualification prevented it from being used as naval fuel-oil. However, when mixed with fuel-oil of petroleum origin, the mixture was suitable for naval fuel.

For many years past products similar to all the principal petroleum products have been got from a mineral known as oil-shale, some three thousand tons of which is mined annually in Scotland. From this shale we get excellent fuel-oil, good lamp-oil, lubricating-oils, and other liquid products similar to those from petroleum. It is remarkable also that paraffin-wax, which constitutes the ordinary wax candles now in such general use, can be obtained from coal, from petroleum, and from shale.

The distillation of coal, and the turning of it into the numerous liquid products which can be so obtained, is a far more economical manner of using coal than that of shovelling it on to fires or into furnaces.

All oil figures have been upset by the war, and many of the data on which exact statistics can be founded are not available. But we may give the

following rough estimate as to the world's annual consumption of oil products—

	Tons.
British Empire - - - - -	10,000,000
United States - - - - -	40,000,000
European Allies—	
France, Italy, Roumania, etc. - -	3,300,000
Russia - - - - -	9,000,000
Rest of World - - - - -	8,000,000
Total - - - - -	70,300,000

The British Empire's requirement is large because of the enormous consumption of oil-fuel by the Grand Fleet during the war. In countries like the United States and Russia, which produce enormous quantities of oil, oil-fuel to a large extent takes the place of coal, and this accounts for the large consumption in those countries. America, for example, consumes at home far more oil than she exports; and, as the export trade of Russia has been practically non-existent since the outbreak of the war, all the oil produced there must be consumed or put into storage. Although the British Empire has to rely mainly on foreign countries for the oil it consumes, there is good reason to hope that in a few years' time we shall be producing that oil from within our own borders. Egypt, North-Western Canada, British New Guinea, and certain other parts of the Empire contain great possibilities in this respect. Much capital and a considerable time will be needed to develop these resources.

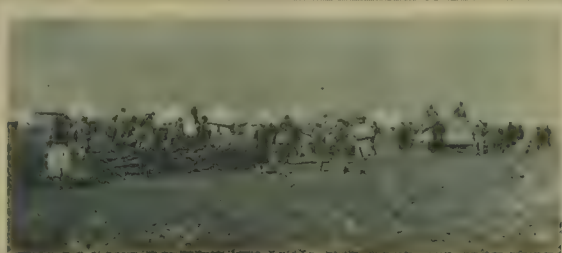
SYRIAN AND ARMENIAN REFUGEES NEAR BAGHDAD: IN BRITISH CARE.



A TOWN OF TENTS FOR 50,000 REFUGEES: BA'QUBAH CAMP, NEAR BAGHDAD, ORGANISED BY THE BRITISH.



REFUGEES IN CAMP: A VIEW OF ONE OF THEIR SHELTERS; WITH A SMALL BOY SALUTING.



BRITISH ARRANGEMENTS FOR THE FEEDING OF 50,000 EXILED PEOPLE: REFUGEES DRAWING THEIR RATIONS.



"HOSPITALS HAVE BEEN ESTABLISHED": REFUGEE PATIENTS AND VISITORS AT A HOSPITAL COOK-HOUSE.



"REFUGEES FIT TO WORK ARE EMPLOYED ON ROAD-CONSTRUCTION": WATCHING A MOTOR-TRACTOR PASSING.



USEFULLY EMPLOYED: SOME OF THE 900 REFUGEE ORPHANS FOR WHOM AN ORPHANAGE HAS BEEN ESTABLISHED.



LIKE FIGURES IN THE LAYARD SCULPTURES: MEMBERS OF THE SHAMSDIM CLAN (NESTORIAN CHRISTIANS).



ESCAPED FROM THE TURKS AFTER FIGHTING FOR THE ALLIES: REFUGEES IN CAMP—A TYPICAL BAZAAR SCENE.

After the Russian retreat from Trans-Caucasia, most of the Christian inhabitants of the region between Mosul, Lake Van, and Urmia, who had fought gallantly on the side of the Allies, were left to struggle alone against the Turks and Kurds. Faced with great odds, they tried to escape through Persia, but the Persians drove them back. Eventually a British air officer from Mesopotamia flew to Urmia and arranged for a convoy to bring them to our lines at Hamadan, in Persia. Thousands perished, and the survivors, some 50,000, reached British protection in a deplorable condition. They were transferred to a

special camp at Ba'qubah, 33 miles north-east of Baghdad, and there everything possible has been done for their welfare by the British authorities. They are fed and clothed; hospitals, schools, and an orphanage have been established, as well as churches, a market, and a railway station. Armenians and East Syrians are kept separate, as their language and form of faith differ. The central photograph above shows a group of Van Armenians. An article giving the full story of the refugees will be found on another page. The writer compares their picturesque dress to figures in the Layard sculptures.

"ABOUT A NUMBER OF THINGS."

A Chat on Science by SIR RAY LANKESTER, K.C.B., F.R.S.



MAD DOGS AND HYDROPHOBIA.

PART II.

PASTEUR himself strongly urged us not to aim at the establishment of his preventive treatment in London, but rather to persuade the British Government to take the far more effective step of excluding rabies altogether from the British Islands. He urgently insisted that if a six months' quarantine were imposed upon all dogs entering the British Islands, whilst all dogs were muzzled for a year or two when out of doors and all stray dogs taken in charge, rabies would cease to exist in our ocean-guarded area—and the need for the special anti-rabic treatment devised by him would in this country be non-existent. The

rabies is in a late stage of incubation may by their bites convey the disease, though fortunately in this stage they are little disposed to bite. This has led formerly to the erroneous notion that the bite of an angry but healthy dog may produce the disease; but it is, on the contrary, the fact that the bite of an uninfected animal, however enraged, cannot give rise to it.

The parasitic microbe which is at work was not seen or isolated by Pasteur; but its existence was confidently accepted by him, and made the basis of his procedure. Lock-jaw, or tetanus, is another disease of the nervous centres in many respects similar to rabies, and its microbe has for many years been known, isolated, seen, and dealt with. Since Pasteur's time minute granules, called after their discoverer the corpuscles of Negri, were shown to occur constantly in the brain and cord of rabid animals, and were thought to be the microbes of rabies. That view has not been confirmed. It has now been shown that "the microbe of rabies" is one of those excessively minute disease-causing microbes which are described as "filter-passers," because they are not removed from a fluid which is passed through the densest filtering material, such as a cake of plaster of Paris. It was detected by a Japanese investigator, Nogushi, in 1912, and has during the war been minutely studied—together with other filter-passing microbes causing deadly disease—by Major-General Sir John Rose Bradford and his colleagues at the British War Hospital at Etaples. They are now publishing their important discoveries. Pasteur was led by his investigation of rabies to the conclusion that it was not possible to "cure" or arrest rabies once the microbe had reached the great nerve centres. He found, however, that the growth of the deadly poisonous microbe in the nerve centres is accompanied by the production of an "anti-body" or "immunising body"—a chemical material. Such bodies are produced by the activity of many other disease-causing microbes, and have been injected into animals to "immunise" them, or protect them against the special poison of the microbe connected with them. By inoculating monkeys with the rabic virus from dogs, and passing it on from monkey to monkey, Pasteur found that he could obtain large quantities of the anti-body and use it to protect or "immunise" dogs. But the best source of this immunising material he found to be the spinal cords and brains of rabbits inoculated with rabid virus. The cords and brains are removed from the dead rabbits, and hung up for several days to dry in strictly aseptic conditions. Increasing quantities of the "immunising body" form each day in the brains and cords so treated, the microbes of rabies diminishing in number. In some instances Pasteur obtained, in this way, cords which had lost all infective power but were rich in the immunising body. By "mashing" the dried cords with meat broth a liquid is obtained which is rich in the anti-body. This, when injected beneath the skin of an animal previously bitten by a rabid dog and still in the "incubation stage" of rabies, is absorbed into the system and arrests the further development

of the microbe of rabies already lodged there. This system of injection of the anti-body obtained as described from rabbits was fully demonstrated by Pasteur, in a series of test experiments on animals, to be efficacious and safe. Then he applied it to men, women, and children bitten by rabid dogs and awaiting the issue in the terrible uncertainty of the incubation period. The sooner the treatment is applied after the bite the better the chance; but a week, ten days—even a fortnight—is probably not too late. Of the many thousands bitten and treated by Pasteur's method since it was established, not one in two hundred have developed rabies; and even persons who have received very severe bites from undoubtedly rabid dogs, and would in four cases out of five have died without Pasteur's treatment, have, when it was applied in reasonable time, been saved from the further development of the microbe and its awful consequences—rabies, or hydrophobia.

It is sometimes supposed that Pasteur was seeking by his treatment to inoculate a "bitten" subject with a more quickly acting but less poisonous variety of the rabic microbe, and so habituate the subject to the milder microbe before the slowly incubating but more deadly variety could arrive in the central nervous system. This was, certainly, not Pasteur's own view of the matter. He himself declared that his purpose was to inject large quantities of the "anti-body" (or "vaccinal substance," as he called it) into the bitten person. He showed that the "anti-body" can be introduced by subcutaneous injection, or through the blood-vessels, into the system, whilst infection with the rabic microbe cannot be ensured by such hypodermic injection. This was, and remains, the method employed in the Pasteur treatment. Had Pasteur's purpose been to introduce a modified variety of the rabic microbe, he would have done so through the nerves and nerve-centres. Lastly, it is the fact that the microbe of rabies itself is *not* altered in



WHERE THE VICTOR OF HYDROPHOBIA IS BURIED:
THE TOMB OF PASTEUR IN PARIS.

As Sir Ray Lankester says in the article on this page: "Of the many thousands treated by Pasteur's method, not 1 in 200 has developed rabies." The world, therefore, owes him a great debt. Louis Pasteur was born in 1822, and died in 1895. His funeral was attended by delegates from all over the world. The interior of his burial vault, richly decorated in marble and mosaic, is shown in the other photograph on this page.

Government, by the advice of its medical officers, proceeded in 1897 to enforce muzzling over large areas in which rabies existed, and also the arrest of all stray dogs and quarantine at the ports of entry. Mr. Walter Long, the responsible Minister, resolutely carried out this plan, in spite of much opposition and criticism, and met with deserved success. In two years the disease had disappeared in Great Britain except for one area in Wales—which became free after 1900. In the ten years preceding 1899, 104 deaths from rabies (hydrophobia) in man were registered in the United Kingdom. In 1902 two deaths were registered. From that date no death from hydrophobia has been notified in the United Kingdom; but the danger has become imminent, since within the last few months, in various localities in the South of England, some 190 cases of rabies in dogs have been officially reported. We may have full confidence that the authorities, by applying the experience obtained under Mr. Walter Long, will, if conscientiously and intelligently assisted by the public, be able now again in a few months to release the country from this terrible situation.

From the fact that rabies does not rapidly develop in an animal which has been infected by the bite of a rabid dog, but requires a period of "incubation" during which the virus is making its way from the wound to the central nervous system—where it must arrive in order to produce the definite and deadly symptoms of the disease—Pasteur inferred that a living microbe is at work, which slowly multiplies and spreads from the seat of infection. He determined by careful experiment that it is *not* carried by the blood, but spreads with varying rate along the nerves—from the smaller ones involved in the wound to the larger trunks, and so to the spinal cord on to the brain. In man the period of travel or incubation is as short as a fortnight in some cases, and in others as long as several months. The explanation of this delay has not yet been found. Usually it is from six weeks to three months. Dogs in which



THE TOMB OF PASTEUR, THE GREAT FRENCH PATHOLOGIST:
THE RICH INTERIOR.

virulence by cultivation in different animals. When Pasteur spoke of "an attenuation of the virus" in the drying spinal cords of the rabbits, he was careful to show by experiment that the virulence of the microbe itself was *not* altered (as it is in the cultivation of some other disease-causing microbes), and he explains that by "attenuation of the virus" in this case he meant simply its weakening by the numerical reduction of the number of living microbes in it—amounting to their complete destruction in some cases, where he found, nevertheless, that the cords were rich in "anti-body," and effective when injected in producing immunity.

NOTE.—Our usual "Science Jottings" will be found on page 834.

FISH-BREEDING IN THE CANTON DELTA: AN OBJECT LESSON FROM CHINA.



WITH DIVIDING BANKS PLANTED WITH MULBERRY, FOR SILK-WORMS: FISH-PONDS AT KUMCHUK.



AT WORK ON TREADLE-PUMPS: PARTIALLY EMPTYING A POND BEFORE CLEARING IT OF FISH.



DRIVING FISH IN A POND WITH A LENGTH OF CLOSELY WOVEN SPLIT BAMBOO: NEARING THE END.



WITHIN THE BAMBOO ENCLOSURE: CATCHING FISH IN A NET AND TRANSFERRING THEM TO BASKETS.



A TYPE OF SCALES USED IN CHINA: WEIGHING BASKETS OF FISH BY MEANS OF A STEELYARD.



LOADING A FISH-BOAT: A MAN ON BOARD PUMPING OUT AN OVERFLOW OF WATER BY TREADLE-PUMP.

These interesting photographs illustrate a system of fish-breeding in use in the Canton Delta, at Kumchuk, on the West River, in Southern China. One pond has been known to produce about 14 cwt. of fish. Some of the ponds are used for breeding, and the very young fish are caught and sold for replenishing ponds elsewhere. In spring the ponds are emptied, and the soft mud is spread over the dividing banks, forming thus an excellent soil for the cultivation of mulberry, the leaves of which are used to feed silk-

worms. The mulberries are cut down annually, hence the bareness of the banks in the photograph. The ponds are cleared of fish twice a year. First they are emptied until the water is about waist-deep, by means of treadle-pumps. Then the fish are driven to the end of the pond by a length of closely woven split bamboo, pushed along the bottom. It is made in sections, and on reaching the end, sections no longer required are removed. A net is spread within the enclosure, and the fish transferred to baskets carried by coolies.

FIGHTING THE BOLSHEVIST NAVY: BRITISH WAR-SHIPS IN ACTION OFF PETROGRAD BAY.

DRAWN BY A. FORESTIER, FROM A SKETCH BY AN EYE-WITNESS.



THE NAVAL ACTION OFF PETROGRAD BAY ON MAY 18: A BRITISH SQUADRON (LEFT) EXCHANGING FIRE WITH RETREATING BOLSHEVIST SHIPS AND WITH SHORE BATTERIES.

Since this action, another successful fight with Bolshevik ships took place on May 31, some 70 miles from Petrograd. Regarding that here illustrated, Dr. Macnamara stated in the House of Commons: "On May 18 Bolshevik destroyers and four smaller craft, supported by a cruiser, came out to support their right flank and to attack Estonian ships. An engagement ensued in which four of his Majesty's ships took part, and resulted in the Bolshevik vessels being driven back behind their mine-fields. No Bolshevik ships were sunk. There were no British casualties." Our drawing shows the entrance to Petrograd Bay (looking

east). The four British ships on the left are (left to right) — the destroyers "Scout," "Walker," and "Shakespeare" (destroyer leader), and the light-cruiser "Cleopatra." The other details in the drawing are (from left to right)—a Bolshevik cruiser towing a balloon, running for Kronstadt; shells from shore batteries; Bolshevik transports and torpedo-craft running through a channel in the mine-field; batteries on Saraya Lochad Point; an enemy mine-sweeper; Shepaler Lighthouse; and a large enemy destroyer running for shelter; on the right is Kapor Bay.—[Drawing Copyrighted in the United States and Canada.]

THE NAVY'S USE OF AIRCRAFT IN THE WAR: A METHOD OF TOWING SEAPLANES.

DRAWN BY A. FORESTIER, AFTER AN ILLUSTRATION IN THE "SCIENTIFIC AMERICAN," BY COURTESY OF THAT PAPER.



HOW BRITISH SEAPLANES WERE TOWED TO POINTS OF ACTION, DURING THE WAR: LOADING A MACHINE ON TO A BARGE TO BE TOWED BY A FAST DESTROYER.

An interesting revelation regarding the British Navy's use of aircraft in the war comes by way of the United States. "Naval aviation," says the "Scientific American," in connection with the above illustration, "was developed to a far greater extent during the war than the public was permitted to believe. . . . It is now divulged for the first time that both British and American naval forces made use of towing barges or lighters for transporting big seaplanes to distant points. These barges served the purpose of towing seaplanes to somewhere near enemy points, by means of fast destroyers, so as to lessen the flying distance. These barges

follow the usual hydroplane lines. . . . The barge takes the seaplane on board by means of a cradle, or trolley, which runs on a pair of rails. To ship the flying-boat or seaplane, the cradle is run down the rails to the extreme after end. The latter is then trimmed down aft by flooding a water-ballast compartment. The cradle, with its load, is now hauled up the rails by means of the hand windlass at the bow, to the stowing position, approximately midships. The water in the ballast compartment is then blown out by compressed air, bringing the craft to an even keel for towing."—[Drawing Copyrighted in the U.S. and Canada.]

THE WORLD OF FLIGHT

THE DEFEAT OF THE ATLANTIC.

By C. G. GREY,

Editor of "The Aeroplane."

THOUGH one cannot yet write of the conquest of the Atlantic by a "hopless" flight, nevertheless the Atlantic has suffered its first defeat, and in due time it will be conquered. It may hurt our national pride to remember that the honour for this first defeat is not ours, but we cannot on that account withhold the smallest fraction of the congratulations due from us to our cousins across the Atlantic. Though there is still to be won the honour of being first across without a stop, the fact remains that the first people to cross the Atlantic by air were the American crew of the American-built flying-boat "N.C.4," with American engines. All honour, therefore, to Lieutenant-Commander Read, U.S. Navy, and his men!

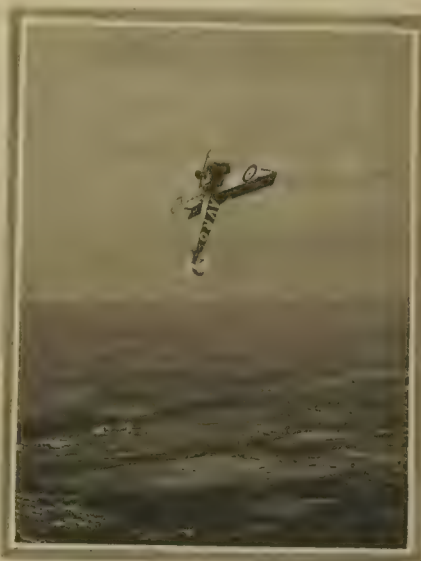
There is, when all is said and done, a certain poetic justice about the American victory. The first human flight on a power-driven aeroplane was accomplished by Mr. Orville Wright in 1903. The first flight off and on to water was made by Mr. Glenn Curtiss in 1911. The first flying-boat, as distinct from an aeroplane with floats, was built by Mr. Glenn Curtiss in 1911. All three machines were driven by engines designed and built by the builders of the aeroplanes; so that to America belongs also the honour of having produced the first aero-engines. Furthermore, early in 1914 Mr. Glenn Curtiss produced the first successful multiple-engined flying-boat, which was driven first by two Curtiss engines, and later by three. So that, if anybody had a prescriptive right to be first across the Atlantic by air in a multiple-engined flying-boat, surely that person was an American.

The justice of Fate in this matter is shown by the fact that the initials "N.C.," by which the victorious American boat is known, stand for Navy Curtiss, the boat being, in fact, the joint production of the U.S. Naval Air Service and the aforementioned Glenn Curtiss. The purely scientific part of the design was largely the work of certain officials of the Department of Naval Construction, U.S. Navy, among whom a leading part was played by Mr. Jerome Hunsaker, a pioneer of aeronautical science who is recognised in Europe as well as in America as one of the leading men in this branch of research.

The plain, practical, common-sense engineering part of the work was done by Mr. Glenn Curtiss, who, after his regular factories at Hammondsport and Buffalo were taken over by capitalists during the war and turned into pure "production" shops turning out standardised aeroplanes like sausages, built himself a big experimental factory on Long Island, close to the Navy's chief air station, where he devotes himself entirely to experimental work such as is beloved by the genuine pioneer. For be it remembered Mr. Curtiss began flying in 1908, when nobody else except the Wright Brothers had flown, and he won the first Gordon-Bennett air race on a home-made aeroplane at Reims in 1909, so that he is a pioneer in far more than water-flying. The series of "N.C." boats, 1, 2, 3, and 4, were built in the Curtiss shops. "N.C.2" was scrapped before the Atlantic flight began; the other three reached the Azores; two were lost by

Act of God and His sea, and "N.C.4" reached Lisbon and Plymouth. So Mr. Curtiss has fully justified the faith put in him by the U.S. Navy.

The moving spirit, not only of the Atlantic flight, but of the idea behind it, is Commander John Towers, U.S. Navy, an officer of great foresight, energy, and courage, who made his name



"STANDING ON ITS TAIL": AN AEROPLANE LOOPING-THE-LOOP OVER HOUNSLOW, PHOTOGRAPHED FROM ANOTHER. This remarkably fine air-snapshot shows an Avro biplane, containing the pilot and two passengers, "standing on its tail" during the process of looping-the-loop.

respected among naval aviators long before he embarked on this great adventure. Commander Towers learned to fly some years before the war. During the first two years of war he was extra Naval Attaché at the American Embassy in

this country from our experiences was well paid for by the sound criticism and advice which he gave in return.

When he went back to the United States Commander Towers devoted himself to making the U.S. Naval Air Service the best service of its kind in the world. America was not in the war long enough for his ambition to be fulfilled, but in the time available he accomplished wonders. When war ceased, at any rate for the time being, the U.S. Naval Air Service determined to be first across the Atlantic, and the U.S. Navy gave the proposition its full support, regarding the whole job as being on a par with naval manoeuvres. We have now seen the result of that far-sighted outlook. The U.S. Navy strung its ships along the line from Newfoundland to the Azores, and from the Azores to Lisbon and Brest, affording their personnel and the crews of the flying-boats excellent practice in co-operation at sea. Incidentally, they have demonstrated quite conclusively the practicability of the scheme which one ventured to put up oneself during the war, advocating that when America began to deliver big bombing machines to Europe they should be flown across over a line of ships, which would mark their course for them and would retrieve them if they fell in by the way.

Though only one "N.C." boat made the journey to England, hardly less credit is due to the skippers and crews of the other boats. Be it remembered these two also flew from Rockaway Beach to Newfoundland and thence almost to the Azores—altogether a matter of 2000 miles—before they gave in, and then they retired only because of being badly damaged. One is particularly struck by the skill and gallantry of Lieutenant-Commander Towers and his crew, who, after being brought down at sea by mechanical troubles which prevented him from flying, navigated the boat under her own power on the water for 200 miles and reached port safely without help.

Our only consolation in losing the honour of being first across the Atlantic is that in some way some of our people helped the Americans

towards success. When Mr. Curtiss was building his first multiple-engined machine in 1914, with the intention that it should fly the Atlantic, the pilot selected for it was Lieutenant John Porte (late) R.N., now Colonel John Porte, C.M.G., R.A.F. Lieutenant Porte, with his experience of the sea, had certain alterations made in the hull, which made all the difference between getting off the water with a big load and not getting off. From that joint experimental boat are descended all the big flying-boats, culminating on our side in the famous "Felixstowe Fury," the biggest of all the Porte boats, and on the American side in the victorious "N.C." boats; so that, if Colonel Porte is not the father of the "N.C." boats, he is at least their uncle. Also, perhaps, we may claim a little of the credit



A NEW VIEW-POINT FOR WATCHING CRICKET! A MATCH IN PROGRESS AT HOUNSLOW PHOTOGRAPHED FROM THE AIR

Our photograph suggests a new point of view for cricket enthusiasts; although the presence of many aerial spectators might prove slightly disturbing to the players.

London, and during that time he was intimately in touch with all the latest developments in naval aviation. Everybody concerned with aviation regarded him as an Ally, though officially he was neutral, and one believes that whatever he learned

by way of the experience of naval aviation which Commander Towers gained while in this country. Thus, and because of our blood-relationship with the American people, perhaps we may claim a little reflected glory from the American victory.

THE WAR IN THE AIR: AN AERIAL GUNNER READY FOR ACTION.

FROM AN R.A.F. OFFICIAL PHOTOGRAPH.



"READY FOR THE ATTACK": AN AIRCRAFT GUNNER AWAITING THE MOMENT FOR FIRING ON A GERMAN SUBMARINE.

Our illustration forms a part of the Royal Air Force's remarkably interesting pictorial record of the great services rendered by it over land and sea during the war. In this case the particular type of airship on which the gunner is seen ready for action is not

stated in the official description, which is merely: "Ready for the attack. Awaiting the moment for firing on a German submarine with two guns of a large calibre." The photograph itself, however, is sufficiently self-explanatory.

JAPANESE "WAYS OF CHIVALRY": A DISPLAY OF ANCIENT FIGHTING METHODS BY THE BUDOKWAI, IN LONDON.

DRAWN BY OUR SPECIAL ARTIST, S. REGG.



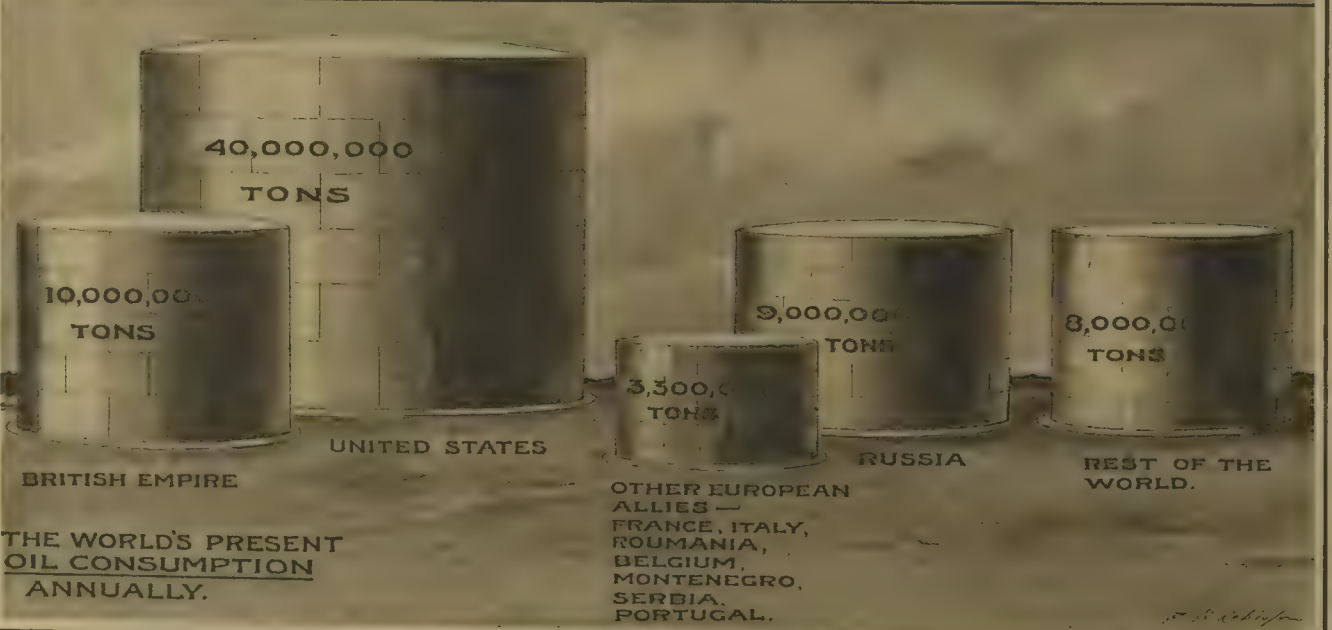
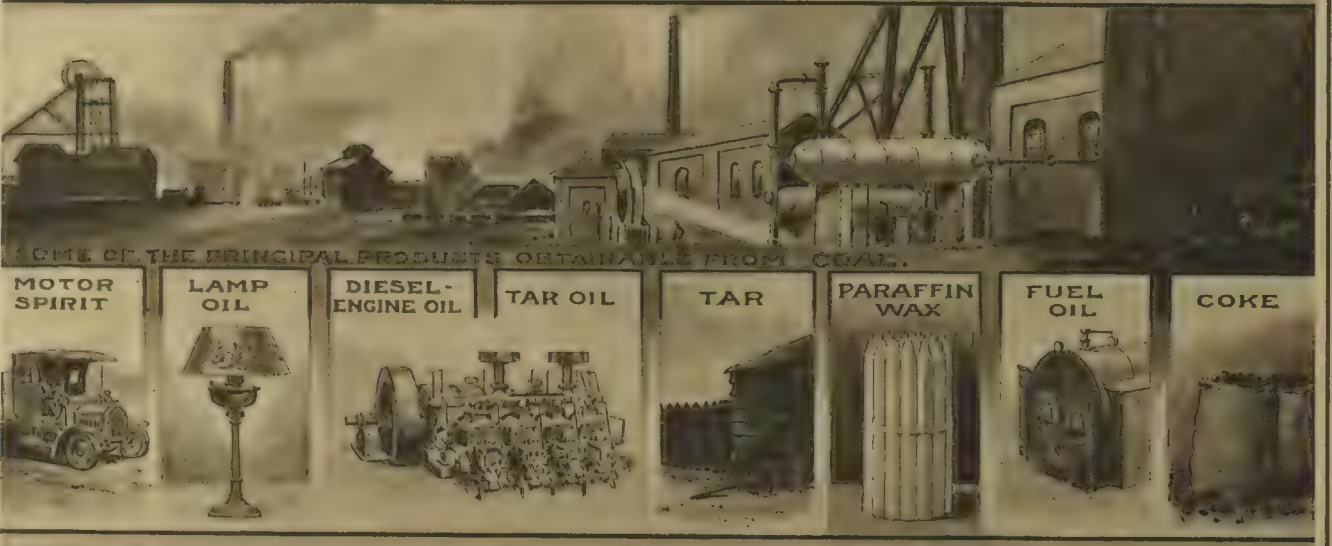
WIELDING "SAUCEPAN LIDS," SICKLE AND CHAIN, AND JAPANESE "HALBERDS": BOUTS WITH THE NABEBUTA, KUSARIGAMA, AND NAGINATA, AND A DISPLAY OF JUDO.

The second annual display of the Budokwai, held at the Avelian Hall on May 31, was extraordinarily interesting and picturesque. The Budokwai is a school of instruction in Japanese "ways of chivalry," which include contests with various weapons of ancient origin. Mr. Masatada Sonobe gave a demonstration of Kendo, fencing with a two-handed sword, and of fencing with a sword in each hand. Then he showed the use of the *Nabebuta* (saucepan-lids) as caused from the story of a certain master of force who told his pupils that they could attack him at any hour of the day or night, and was accordingly attacked while cooking rice; whereupon he successfully defended himself with the saucepan lids. Next, Mr. Sonobe wielded the *Kusarigama* (sickle and chain) used by farmers in old times for self-defence. A chain about 5 ft. long, with a

weight at the end, was attached to the handle of a sickle. The chain and weight were used either to stun an adversary or entangle his weapon, while his head was attacked with the sickle. Mrs. Yoshiko Hino showed exercises with the *Naginata* (a pole about 9 ft. long with a blade at the end), and sword thrusting fought a bout with a man wielding a two-handed sword. The *Naginata* was much used by women in feudal days. Members of the Budokwai gave an exhibition of *Judo*, a modernized form of *Jujitsu* ("the soft art") based on the principle of opposing elasticity to rigidity. Some well-known English fencers gave displays of European fencing. Mr. G. G. M. Vereker met Mr. R. M. P. Willoughby with foil, and Mr. Gerald Ames, the well-known actor and swordsman, with the epee (the French duelling-sword).

OIL AND COAL: OIL CONSUMPTION; DWINDLING COAL OUTPUT.

DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY MR. J. T. SMITH, EDITOR OF "OIL NEWS."



INTERESTING IN VIEW OF OUR DECREASED OUTPUT OF COAL, AND THE DISCOVERY OF OIL IN DERBYSHIRE:
SIMILAR PRODUCTS OBTAINED FROM OIL AND COAL, AND THE WORLD'S CONSUMPTION OF OIL.

These diagrams are of great interest as bearing on the question of fuel supply, so vital to our industries and important to our domestic arrangements. It was stated recently by Sir Auckland Geddes in the House of Commons that the output of coal per miner in this country continues to decrease, and that either the supply of coal for industrial or domestic purposes must be still further restricted, or the quantity exported must be limited.

The coal output is likely to dwindle still more when, from July 16, the miner's working day is reduced from 8 to 7 hours in accordance with the Sankey Report. Many of the products of coal can also be obtained from oil. The news that oil has been struck near Chesterfield, in Derbyshire, is therefore timely. Should the oil bed prove to be extensive, it may have very important results.—[Drawing Copyrighted in the United States and Canada.]

Pelman News.

"What Man has done, Man can do."

RAP! RAP!! RAP!!!

There will be a knock on your door this morning. Open the door at once. Opportunity is waiting on the other side. It waited yesterday. Perhaps you did not hear.

Think what a bleak prospect life would be if Opportunity only knocked at your door once in your lifetime!

Who will dare to accuse Opportunity of lack of persistence to-day?

Opportunity is knocking now as never before—loudly, imperatively. Her summons is like the continuous drumming of a Lewis gun.

But the Dismal Jemmies are about. They are blind to Opportunity. They get together in lugubrious clusters and say: "See, the world is in the melting-pot. Everything is changing—everything is fluid—nothing is stable—nothing is established. Who knows what to-morrow will bring forth? We must prepare for the gravest eventualities." And so on and so forth.

The Dismal Jemmies are wrong. When things are changing—in a state of flux—then Opportunity raps loud and often. It is easier to mould clay to your design than it is to carve stone. Apply that to Life.

In social life, in the business world, in the professions, in industry, in every ramification of commerce the old shibboleths have disappeared. New avenues are opened, barriers are being thrust aside. All the time Opportunity is thundering at your door. The chances you missed yesterday are being offered you again to-day.

Look around on Life. Look with all your eyes; listen with all your ears, plan with all your mind. Take hold of To-day with both hands and a bright brain and make it yield a great To-morrow.

Opportunity never tires of knocking; but the quicker you answer, the quicker you will reach your desire.

£1,000 A YEAR AT 26.

By GEORGE HENRY.

We were sitting in the club lounge after lunch the other day, and the talk had turned to the wonderful possibilities that modern Business offers the young man.

"The business world is simply crying out for men of mental energy," said Baines. "Any young man—and, for the matter of that, any young woman, too—who can bring an efficient mind to bear upon business problems is sure of a well-paid job to-day. There's a young chap sitting in the corner over there—d'ye see him? Doesn't look brilliant, does he? Just an ordinary personality—a young man of 26. Looks keen in a quiet way, eh? Speak to him and you'll find that his mind is alive. His brain begins a search for ideas before he gets his shaving water in the morning, and doesn't leave off before he closes his eyes to sleep—even then, I'll wager, there's some part of his mental apparatus at work."

"One firm alone pays that young chap £1,000 a year for giving ideas."

"And I've no doubt he's worth every penny of it," chimed in the Managing-Director of a well-known manufacturing firm. "We've a young fellow very much in the same boat. He came to us in quite a minor position, something in the stock room. He hadn't been with us three months before he was in my room

one day with a scheme for increasing output, worked out to the smallest detail. In six months he'd proved himself, and, frankly, I'd pay him double his present very liberal salary if he asked for it."

"Too many young men believe that brains are born, not made. They are content to accept the theory that genius is a gift from the gods. As a matter of fact, genius is just super-mental efficiency. And any mind except a diseased mind can attain it. The most definite proof of the claim is this Pelmanism movement. Some of you are sceptical of Pelmanism; but let me tell you that Pelmanism has done more to bring men and women to a realisation of their powers and possibilities than any other educational factor."

"That young man I spoke of just now—I asked him once how it was that he, who on his own showing had never aspired to more than a 'thirty-bob-a-week job,' became fired with enthusiasm for my business, how it came about that he gripped the details so well in so short a time, how he plucked up the courage to beard me in my own den. His answer came readily and simply. 'I discovered Myself—I underwent a course of Pelmanism.'"

"Believe me, the quickest, the easiest, and the most certain way to get those qualities in *excelsis* is—Pelmanism."

"Why are you so keen about Pelmanism?" asked Baines, as the circle broke up.

"Well, between ourselves," answered the Managing-Director, "I'm a Pelmanist myself."

"Mind and Memory" (in which the Pelman Course is fully described, with a Synopsis of the lessons) will be sent, gratis and post free, together with a full reprint of TRUTH'S famous Report on the Pelman System, and a form entitling readers of THE ILLUSTRATED LONDON NEWS to the complete Course at a reduced fee, on application to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

THE FLEDGELING'S HOUR.

By NOEL A. RHYS.

To-day there are thousands of young officers in the Royal Air Force whose future success depends upon their grasping the hand of Opportunity. Since the Armistice, life in the R.A.F. has been practically stagnant, everyone who had a profession to go back to went back, and there remain thousands of youngsters who went straight from school to the Air Force—waiting for something to turn up.

Jobs are not like thistles in Scotland. I do not suppose there will be more than one thousand commercial pilots at the end of this year, and it is only the fellow who is able to "keep his chin up," and tackle the great Opportunity "on all fours" who will be able to get there.

Ten thousand applicants for a thousand jobs—a chance of ten to one against. The fellow with steadiness, courage, determination, and who can "burn a hole in things" will get the job. The fellow who is able to climb the highest pinnacle of mental efficiency will have the best chance—the fellow who makes an early friend of Opportunity will be picked out from the rut.

I know what a hard struggle there will be to "make good" in commercial aviation. I have been a pilot myself, and know that all qualities which go to make a good pilot depend upon the full development of mind qualities. Concentration—Observation—Quick Perception—Self-Control—Self-Confidence—Tact—Decision—Foresight—Judgment—Initiative—Resourcefulness—Accuracy—Mental Power—are all essential.

The "wonder youth" who hopes to make a success of commercial flying must make full use of this transitionary period by Pelmanising; he must realise that

Opportunity will only smile kindly upon him if he can prove to the world he is better than the other fellow.

WHAT'S YOUR JOB?

"Does your job require brains?" Of course it does; every job requires brains, some more brains than others, naturally, but still, brains are required in every occupation, for no action of any sort can be taken without thought.

Whatever your particular job may be, you require not only brains, but brains which have been scientifically trained, if you are to fill that job efficiently; and so hundreds of thousands of men and women, engaged in over 1600 different occupations have found.

This is the secret of the universal appeal of Pelmanism. Pelmanism appeals to everyone who uses their brains. It therefore appeals to everyone, no matter what their particular job may be.

Whatever your job may be, Pelmanism will enable you to do it better.

"What is your job?" You are a Judge—or a Painter—or a Solicitor—or a Doctor—or a Clergyman—or an Accountant—or an Auctioneer! Thousands of members of the legal profession, thousands of medical men, thousands of clergymen have taken the Pelman Course and profited by the training it gives.

You are a business man! Letters from business men and women of every type from Managing-Directors to Clerks and Typists pour into the Pelman Institute daily, telling of business benefits received, better jobs secured, and correspondingly higher pay and profits—all through Pelmanism.

You are a mechanic—a miner—a mill-worker—an engineer! Organised labour is sharing the belief of the other classes in the value of trained brains, and Pelmanists are forging to the front in every industrial centre in the Kingdom.

Thousands of men and women have doubled their efficiency by means of Pelmanism, and letters continually reach the Pelman Institute reporting income-increases of 100, 200, 300, and even 600 per cent., as a result of the increased brain-power brought about by this system.

What is your next job? It is to write now to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1. Then by return will come a copy of "Mind and Memory," which will show you can do your present job more efficiently and rise to a higher and better-paid position in life.

"SEND HIM IN."

By H. L. B.

"Tell him I can't see him to-day."

The Secretary retires. The Managing-Director is very busy, and the caller has to leave without seeing him.

And yet, when, ten minutes later, another caller comes—a different type of man altogether—the Managing-Director, although still very busy, sees him at once. Moreover, he is glad to see him and to talk business with him.

There are many men in the business world like this second caller—although not nearly enough of them. They are what might be called "Send-Him-In" men, because that is the instruction given when their names are announced. They are rarely kept waiting. They call and are instantly received. They get right through to the chief. They are welcomed when they call, and often they are able to pull off a contract in a few minutes which another man, with precisely the same proposition, might fail to secure after weeks or even months of trying.

Such men are worth their weight in gold to their firms—and to themselves. They are the men with Personality.

Now Personality, which is nothing else but the sum total of a great many valuable positive mental qualities, can be developed in just the same way as such faculties as observation, judgment, initiative, memory, and concentration. In fact, in developing these qualities you develop Personality as well.

"One learns to one's astonishment writes one who has recently gone through a course of Pelmanism; another, 'the Personality can be acquired by the rigorous use of the simple facts and truths you begin life with: a trained mind produces character, the outcome of energy and enthusiasm, and we learn to realise our powers for good or evil, remembering that right thinking and right feeling produce right action.'"

Self-confidence, self-reliance, observation, initiative, tact, personality, all these and many other valuable qualities are developed by Pelmanism. That is why Pelmanists are racing to the front in every department of the National life—business, the professions, industry, the Army and Navy. Pelmanism enables you to realise yourself, and to realise yourself in such a way that others are forced to realise what you are and what you are capable.

"Mind and Memory" (in which the Pelman Course is fully described, with Synopsis of the lessons) will be sent, gratis and post free, together with a full reprint of TRUTH'S famous Report on the Pelman System and a form entitling readers of THE ILLUSTRATED LONDON NEWS to the complete Course at a reduced fee, on application to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

THE MOST POPULAR BOOK.

By HANNEN SWAFFER.

The two most popular novelists in Britain are Nat Gould, who publishes four stories a year, and is beloved by the British soldier in the ranks, and Victor Cross, a million of whose books are said to have been sold during the war.

But, leaving out light fiction, no author has had such a wide public for years as the publicist who wrote "Mind and Memory." This volume has enjoyed the record circulation, in the last two decades, of over 3,000,000 copies! Not only have these copies been circulated—they have been read.

I had often read about "Mind and Memory," but I had never read the book itself until I received one the other day from the man who wrote it. I understand now how his mind must have been well Pelmanised before he could have crowded into thirty-two pages such a mass of interesting facts and figures, and before he could have made 3,000,000 people read a serious work.

Most serious books I have to criticise are verbose and over-written. Here is a writer who believes in his mission and then has the organised brain to preach it tersely and without the waste of a word.

The case for Pelmanism is put down briefly and so convincingly that the 3,000,000 copies issued converted 500,000 readers into convinced and ardent Pelmanists. Never, surely, in the history of literature has a pamphlet or a treatise of any kind—or even such propagandist fiction as "Uncle Tom's Cabin," or "Lay Down Your Arms" had such an astounding result in comparison with the effort involved.

Take my advice: write for a free copy to:—The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

If you only want to learn how to write convincingly you will find in "Mind and Memory" a lesson, for nothing.

Overseas Addresses: 46-48, Market Street, Melbourne; 15, Toronto Street, Toronto; Club Arcade, Durban.

SCIENCE JOTTINGS.

THE SELOUS MUSEUM FOR THE NATION.

ALL good sportsmen, and lovers of wild animals, will rejoice to learn that the magnificent collection of big-game animals formed by the late Capt. F. C. Selous, D.S.O., has been presented to the British Museum of Natural History.



THE LATE CAPT. F. C. SELOUS, D.S.O., THE FAMOUS BIG-GAME HUNTER: THE LAST PHOTOGRAPH OF HIM—IN HIS GARDEN, AUGUST 1917.

For years past the Selous Museum, at Worpleton, has been a place of pilgrimage; attracting not only those who could appreciate its treasures from the sportsman's point of view, but also men of science and the public generally. For all alike found here a fascinating assemblage of animals from widely sundered regions of the world, though African animals predominated.

Selous was one of the last of the great hunters, and with his intense love of the chase he combined a singularly observant and discriminating mind, which enabled him to rank among the foremost of field-naturalists as well as the greatest among sportsmen. Fortunate were they who could go the round of this wonderful Museum with Selous himself, and gather from his companionship not only something of the excitement of the chase, as well as of its perils, but also a vivid insight into the kinships and habits of his trophies.

Never again will there be hunting such as his; for he began in the gorgeous days before the introduction of railways. For the first few years of his life, Africa was his only hunting-ground, and in those days game swarmed.

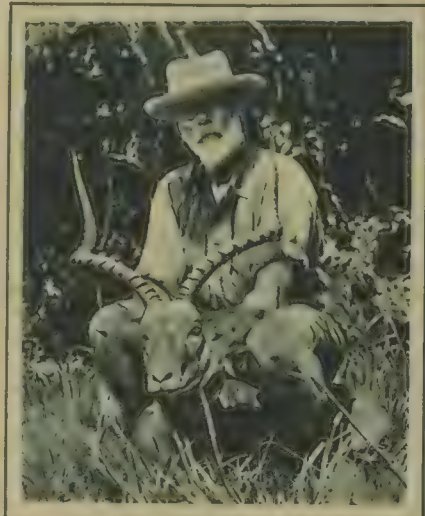
Such herds of antelope, elephant, zebras, and hippos will never be seen again. Some species, indeed, like the white-tailed gnu, have become exterminated; while the range of all the others has become sadly restricted. It is well that he has left records of all these facts in his many delightful books, whose value will increase with the years. For, in the days to come big-game shooting will be shorn of all its former glories, and will be possible only to those who are content to shoot in reservations, under the strict surveillance of "Game-wardens." They will travel to the appointed place over well-made roads, in luxurious motor-cars, spend a few days "hunting," and return home to read of the real thing, when, "trekking" in ox-wagons along very indifferent roads, and beset by perils innumerable, men went forth to hunt in reality.

In the matter of odd inches in length and girth, and in the number of "points," there are many finer head-horns and antlers than are contained in this collection. It depends not at all for its value upon the number of such "record" heads, but upon the range of seasonal, sexual, and geographical phases which are represented. There are some superb Kudu heads and horns in this collection—one of these, indeed, is a record head in point of horn measurements. Among them too is the only known head of a horned female. And there are also some fine Cape buffalo heads, showing the curious reduction in the length of the horns with age.

Late in life, Selous realised a long-cherished desire to go on a hunting trip to Newfoundland. His first venture, in 1900, in search of caribou, was not very successful; but, returning next year, he penetrated into country never before trodden by a white man, and obtained some fine specimens. To these he added considerably during yet a third visit. To complete the magnificent series of heads of this animal, he made two very successful trips to the Yukon Territory of North-West Canada, pushing up the Macmillan River—till then unknown save to a few trappers. The extraordinary beauty and the remarkable range of variation presented by the antlers of the Woodland and Barren-ground caribou are displayed in this collection in a perfectly wonderful manner, far exceeding anything to be seen as yet in the National Collection. It is probably surpassed only by the magnificent collection of his old friend Commander J. G. Millais.

That Selous was a true naturalist is demonstrated by the fact that he was not obsessed by the fascination of big-game hunting. He displayed the same almost boyish enthusiasm in hunting in English country lanes and over commons, moors, and mountains for birds' eggs, accumulating the finest collections of eggs in this country. And

this too becomes the nation's property, as also does his fine collection of butterflies. To this last he added no less than 3000 specimens taken in Africa while serving with his regiment during the Great War. Whenever duty released him, while others rested he hunted. I can picture now the delight he showed in displaying his spoils to me when on his last leave home. A few months after his return to the field he fell, giving his life to the cause of Freedom which to him was more than life itself, and leaving us to cherish his memory and the collections he made with such loving care. We have entered into a rich inheritance, for this is no mere collection of "trophies," but a mass of material of the highest scientific value. Our grateful thanks are due to Mrs. Selous for her generous



THE FAMOUS HUNTER WHOSE COLLECTION OF TROPHIES HAS BEEN PRESENTED BY HIS WIDOW TO THE NATURAL HISTORY MUSEUM: THE LATE CAPTAIN SELOUS WITH A DEAD IMPALA ANTELOPE.

gift. He rests in his beloved Africa. His collection, by which he set such store, will find the haven he would have chosen for it. Indeed, throughout his life-time he gave of his best to the nation's treasure-house.—W. P. PYCRAFT.

"What is infirm from your sound parts shall fly;
Health shall live free, and sickness freely die."—*All's Well that Ends Well*.—Act 2, Scene 1.



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LADIES' NEWS.

SIX Royal Garden-Parties should give real satisfaction to women. Few things are more becoming than rural surroundings. Few costumes are prettier than full garden-party dresses, including hat, sunshade, gloves, and the neatest things in shoes. It is one reason why our sex is addicted to race-meetings, and the gala afternoons at Hurlingham, Ranelagh, and Roehampton. As I write, the dates and the venues have not been announced. In the past there have been delightful functions of this kind at Windsor Castle, as well as at Buckingham Palace. Railway restrictions may make the Castle functions not workable this season, as special trains were required to convey the guests. Some regrets are felt for Courts, which are believed to have passed for ever out of the lists of Courtly functions. One a year may be held by Their Majesties strictly for Diplomatic presentations. As a medium for the privileges of reception at Court, and so at Courts abroad, they were too restricted for society on such a basis as ours now stands. Invitations to these garden-parties confer similar privileges and recognition of social position as presentation at a Court, which was limited to two hundred at each function. Such a number can be more than quadrupled at a garden-party.

Now that fighting is over and the urgent call for money for the Red Cross is past, we ought all to rally loyally to our splendid voluntarily supported hospitals. Brigadier-General the Earl of Athlone, who was accompanied by Princess Alice, his charming wife, presided over a little meeting at the Middlesex Hospital last week, and said how urgently it needed funds and how most reluctantly the Governors had to decide to shut down for three months for the redecoration to be done. This will cost about £15,000, and there are no funds to meet it. The Prince of Wales is to preside at a dinner for the hospital on Nov. 20, and, meanwhile, other schemes are afoot. The needs of the hospital are urgent, and it is so well known for economical management, efficient service, and magnificent research that Londoners will certainly rally to its aid. Many things are wanting, and a sum of £250,000 will hardly be enough to supply wants and set the splendid old Middlesex going again on its course of prevention, cure, and medical and surgical education.

The women had every reason to be proud of their ball at the Albert Hall last week in aid of the Chelsea Hospital for Women. That it was organised for them by a man, Mr. G. Sherwood Foster, shows the good feeling between the sexes. It was a beautiful ball; the decorations and lighting were lovely, and the costumes did justice to their



THE CHARM OF BLACK.

The only touch of colour to relieve the sombreness of this outdoor costume of charmeuse is the touch of rather vivid embroidery on the skirt.

setting. The Princess Royal, Prince and Princess Arthur of Connaught, Princess Maud, and Princess Marie Louise, who was of another party, all expressed their great pleasure at the lovely sight the ball afforded them from the King's box. Especially were they pleased when the shower of multi-coloured air-balls and the thousands of yards of bright-hued paper ribbon descended from baskets swung aloft on the dancers, just as the Floral Maidens were in their hottest pursuit of the agile Pan of Mr. Ernest Thesiger. The Floral Dance began to a slow, gliding measure, and quickened into joyous life with the entry of Pan and his followers. Lady Lavery, who designed the dresses, led the slow movement, and Mrs. Alan Parsons the lively followers of Pan. A word for the dresses designed by Lady Lavery. They were simple, flowing robes of inexpensive white fabric. From the back floated out silken capes of many different hues; while the head-dresses were like high classical diadems painted over with floral designs. Every wearer looked well in hers, and, collectively, the effect was charming. The Peace Valse was the other special feature. Neither of them took many minutes. Lady Alexander, in a beautiful Watteau dress, directed it.

The way to overcome disaster is to decline to repine and proceed to repair. Shoobred's proved themselves a firm of British breed, for, after the fire, they were at business as usual in a very short time. The furniture departments, grocery, and stores were untouched. Only two of the departments of Tottenham House were seriously injured, and those were soon set in full working order again by a firm as resourceful as business-like and efficient. The great army of Shoobred's clients were not deprived of any of their favourite shopping premises for many hours.

Lady Diana Manners did not have a home-made trousseau, even if she did make her own wedding-gown. Her trousseau is quite a lovely one, and Lady Diana Duff-Cooper will be exploiting some beautiful dresses when she returns from her honeymoon. Her friends rallied loyally to her present list, and gave her lovely furniture, delightful books, and rare ornaments. There was quite a quantity of good lacquer; a cabinet from the Duke of Marlborough was especially fine. The Duke of Portland gave a lovely tall five-leaved screen, florally painted on an enamelled green background. Viscount French solved his gift question with a cheque, as did Lord Ribblesdale. Lady Diana was really busy over her wedding, and did not lead the Floral Dance at the Women's Ball, which she did not attend, all reports to the contrary notwithstanding. The Duchess of Rutland was suffering from a severe cold up to a day or two before the wedding, and Lady Diana attended to all the details herself.

A. E. L.

Cameron

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IS it in keeping with the national spirit of economy engendered by the war to consume coal—that precious storehouse of light, heat, power and valuable raw materials—in such a way that not only is from 88 to 97 per cent of its heat lost, but also its constituent substances, of which manufacture and industry are in urgent need, are wasted in soot and smoke which pollute the atmosphere and encourage disease?

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NEW NOVELS.

"The Pagan." Mr. Charles Inge says that, although he has been accused of a purpose in "The Pagan" (Methuen), a good purpose, he does not know what it is. Yet it would appear to the reviewer that he set out to confound, in the microcosm of a novel, the Darwin-Nietzschean doctrine of the survival of the brutally efficient, and that his story draws a domestic parallel between the rise and fall of the German superman and the career of John, whose campaign for efficiency was carried to the limits of sanity. In the end John is routed by a combination of sentiment and decency, but not before disasters have befallen him. His disciple and colleague carries the Hun method of dishonour into John's household, and gets his neck broken at a girl's bedroom door; and John's wife, Enid, runs away with her little son rather than see him inoculated with the poison of ruthlessness. There would seem to be one German weapon with which this British exponent of efficiency failed to equip himself. He did not intrigue. It was an oversight that cost him dear, and proved the fatal flaw in his strange scheme for the salvation of his country. Also, he tried to do by a sort of intensive culture in his classroom what the Prussian State spread over at least two generations; and we think he forgot that the British are a slow-moving and obstinate people. "The Pagan" is, it will be seen, an interesting novel, containing matter both for reflection and for argument.

"Josselyn's Wife." No one, we think, would envy Ellen, the pretty wife of Josselyn Junior, when she left the Bohemian life of the artist's Paris to return to the millionaire's corner of her native America. Miss Kathleen Norris, who writes with the distinction of a pleasant simplicity, would have us believe that Lillian, the feline feminine, was the cause of Ellen's suffering; but it is plain that Ellen would not have been content to live in the luxurious idleness of her father-in-law's little kingdom. She was a woman of her Aunt Elsie's stamp in the essentials of housewifery and industry:



THE ROYAL VISIT TO BOURNVILLE: THE KING AND QUEEN IN THE GROUNDS—HER MAJESTY TALKING TO WOUNDED SOLDIERS.

During their recent visit to Birmingham, the King and Queen drove over to Bournville and inspected the model village for Messrs. Cadbury's employees. At the men's recreation-ground Mr. and Mrs. George Cadbury were presented to their Majesties, and the King conferred military decorations on local men. He specially asked for Major Egbert Cadbury, the destroyer of two Zeppelins. In the girls' recreation-ground a large choir sang part-songs.

From the Drawing (made on the spot) by Steven Spurrier.

without the necessity for the exercise of these New England virtues, her life was bound to be ensnared by some unhappiness. As a matter of fact, it was Gibbs, her husband, who was ensnared by the modern, American edition of the predatory woman of all the ages; but the treachery to Ellen would have been met by her in a different spirit if her foot had been firmly planted on her own threshold. "Josselyn's Wife" (Murray) gives a vivid picture of Americans, male and female abroad and at home; and its truth and sagacity are impressive. The finest Transatlantic type is here; and here, too, the less attractive—as, for example, the group of young people at Mrs. Rose's country house, with their ill-breeding, their selfishness, their ruthless determination to let nothing stand between them and their material pleasure. Joe, on the other hand—simple, human Joe—is a character to love. English readers will find much to interest them in "Josselyn's Wife."

"Droonin' Watter." Though the immemorial controversy between Tweed and Till, quoted

on the title-page, does not really come into Mr. J. S. Fletcher's story of "Droonin' Watter" (Allen and Unwin), yet the setting of the two grim rivers enhances its merit. It is a full-blooded murder yarn—full-blooded indeed, so many are the violent deaths it presents to the reader—and there is certainly something in the Border landscape that is appropriate to the mystery. The difficulty in reviewing a detective novel is always that the plot's the thing, and to unfold the plot is to pluck out the heart of the potential reader's pleasure. We must fall back upon general observations, and remark that Mr. Fletcher has shown considerable skill in handling the Carstairs affair, and that, though the chief murderer is indicated pretty early, the chase that ensues before an appropriate vengeance befalls him keeps up its pace handsomely to the end. The love interest is pale; but those who delight in hairbreadth escapes and the hue-and-cry after a villain, will find all that they ask for in "Droonin' Watter."

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JOHNNIE WALKER: "‘A bird in the hand is worth two in the bush.’"

HOST: "And a ‘Johnnie Walker’ in the hand is worth two in the bottle."

THE "REAL THING" AT SEA.

A BOOK difficult to put down, once you take it up, is "A Naval Lieutenant, 1914-1918," by "Etienne" (Methuen). Its author, who prefers to conceal his identity under the *nom de guerre* quoted, is a young officer of exceptional attainments, and one who bears a name that has been held in honour in the Navy for many generations. He had the luck, also, to serve in one of the lucky ships of the Fleet—the famous light cruiser *Southampton*. "I have desired," he says, with a true sailor's affection for his ship, and as one *raison d'être* of his book, "that some small record should exist of the part played by H.M.S. *Southampton* in the Great War. This little ship can claim an honour denied to nearly every other ship in the Grand Fleet. Namely, that on all the four principal occasions when considerable German forces were encountered in the North Sea, her guns were in action. . . . As far as I know, no other ship, with the exception of H.M.S. *Birmingham*, can claim a share in this record, as, though

and it has the vital quality and important advantage of being written entirely from personal observation, and in a way that brings every incident before the reader as though the reader was personally present and looking on.

The story begins with the visit of the British Fleet to Kiel in the summer of 1914, for the opening of the enlarged Kiel Canal, just a month before the war. Then we have the rapid, mysteriously stealthy moving off of the fleet from a Home port to Scapa Flow amid the Northern mists. What happened at Scapa during the first months of the war when U-boats were time and again reported as having crept inside the fleet-anchorage, is vividly told, and very exciting to read. In his narrative, the author effectively supplements Lord Jellicoe's account with many added incidental details. There was, moreover, a humorous—if not broadly comic—side to some

of the happenings in the jostling rushes to and fro of intermingled destroyers and small craft on the hunt for periscopes showing. The author knows excellently well how to bring that out. We have elsewhere in the book many narratives of what took place in some of the innumerable Grand Fleet cruiser "sweeps" across the North Sea into enemy waters; they were in some instances, indeed, almost touch-and-go affairs. "Etienne" in his ship was in the thick of the fighting in the Heligoland Bight "scrap", of August 1914, where, among other things, the *Southampton* helped Sir Reginald Tyrwhitt's famous "Saucy *Arethusa*" out of one of her tight places on that day. He was through it all again in the Dogger Bank fight, and among those who were in at the death of the *Blücher*. Jutland he saw practically from start to finish: that is, as much as one man could.

From the various episodes of the great battle that he witnessed, and describes, we may take this as one sample, by the way, of how vividly the author tells his story throughout. It is of the loss of the *Queen Mary*.

"In a flicker of an eye-lid, the beautiful *Queen Mary* was no more. A huge stem of grey smoke shot up to, perhaps, a thousand feet, swaying slightly at the base. The top of this stem of smoke expanded and rolled downwards. Flames rose and fell, in the stalk of this monstrous mushroom. The bows of a ship, a bridge, a mast, slid out of



SPOILS OF WAR: A CARGO OF GERMAN STEEL HELMETS BEING DISCHARGED AT—LLANELLY FOR THE LOCAL STEEL WORKS, WHERE THEY WILL BE MELTED UP.



LONDON'S LORRY 'BUSES': TO HELP THE TRAFFIC.

Twenty-five motor-lorries released by the War Office have made their welcome appearance in the London streets.—[Photograph by Illustrations Bureau]

the same squadrons, e.g., the battle-cruiser squadrons, were present on all dates, yet ships that were in action on one day were away re-fitting on another day." From the first page to the last, the book is brimful of life-interest,

the smoke—perhaps, after all, the *Queen Mary* was still there. No! it was the next astern—the *Tiger*. Incredible as it may sound—the *Tiger* passed right over the spot on which the *Queen Mary* had been destroyed, and felt nothing. The time-interval between her passage over the grave of the *Queen Mary* and the destruction of the latter ship would be about 40-60 seconds. Just before the *Tiger* appeared, I saw some pieces of debris go whirling up a full 1000 feet above the top of the smoke—it might have been the armour-plates from the top of a turret. I remember that I found it impossible to realise that I had just seen 2000 men, and many personal friends, killed."

Throughout the book the writer gives extracts from his diary and notes often jotted down as things happened; and he gives us, as illustrations, many photographs not seen before, taken either by himself or by friends in other ships on various occasions. In addition, he gives a very useful number of carefully plotted track-charts which elucidate the general narrative with invaluable effect.

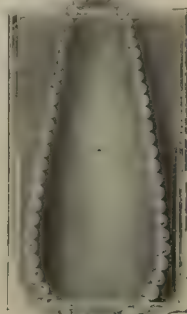
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AND

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a wonderful Trench Tale punctuated with lumps of the mar- vellous Toffee from Halifax Town

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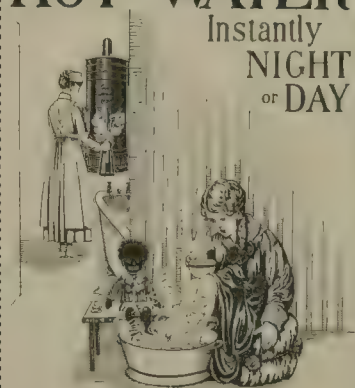
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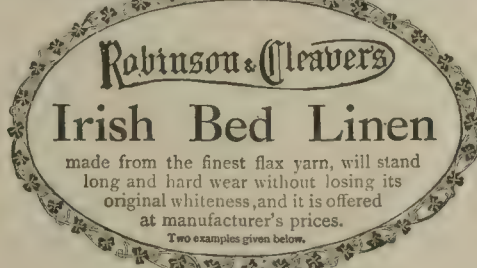


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We invite enquiries.



138

Lotus

A HANDSOME golf shoe for men, a new model, guaranteed absolutely waterproof, is now being made and supplied in small rationed quantities to the shops that sell Lotus. Later in the year it will be in good supply.

Not only the soles but also the uppers are waterproof and guaranteed to keep the feet dry, unless sunk right up to the ankles in water or the socks are sprayed with water off the top of grass.

These shoes are too, considering they have double uppers, remarkably light in weight and exceedingly comfortable to wear; indeed they are just as comfortable and reliable as Lotus waterproof service boots were in waterlogged trenches.

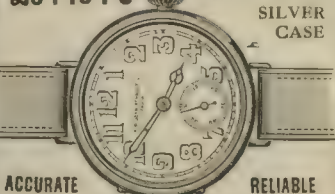
When nailing or tacketing them for golf, nails or tackets of only moderate length, not those with long shanks, should be used, and care should be taken not to drive them into the stitches near the edge of the soles.

Letters
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'THE ANATOMY OF SOCIETY.'

THERE is something of the heroic in Mr. Gilbert Cannan's attempt to write "The Anatomy of Society" (Chapman and Hall), in one little book of 212 pages. Obviously, such an anatomy can be only an outline. Even so, one is led to expect more system than these ten essays display, but perhaps the work should not be judged too strictly upon its title, which may have been an afterthought. "There are times," says Mr. Cannan, "when young men must attempt to say what old men cannot think, and this is one of them. For old men ideas become words, and only those ideas are valid as a motive force for a change of spirit which have not yet found expression, and are still part of that mysterious being in humanity which almost imperceptibly produces the variations of habit whereby progress is made." That an idea not yet expressed should be valid as a motive force, is rather difficult doctrine. Valid, perhaps, as a motive force towards expression, but for humanity inert until expression has been found. The word must be made flesh, before it can dwell among us to profit. That seems to be really Mr. Cannan's intention, despite a little obscurity and confusion of statement. It is his belief in the virtues of expressed thought that has driven him to say "what old men cannot think." Possibly he will find more old men than he imagines accessible to the ideas of which he is in labour. That Finance and Patriarchalism are Jewish inventions, that both stand in the way of progress, that the hand-workers ought to share in the benefits of credit, that the spirit of man must be set free, that the contemplative East has much to teach the hurrying West, that the marriage ideal must be heightened, that there is help for humanity in science and art, that "women as citizens may be able to supply that civic sense which is so painfully lacking in the organisations of Capital and Labour"—these novel propositions may win assent from political philosophers, even of mature years. Should they hesitate to accept Mr. Cannan's internationalism, veiled Pacifism, and Communalism, that is because they have forgotten that wisdom is with the young. The young, however, as Socrates used to say, stand in need of a midwife to deliver them successfully of their ideas. Mr. Cannan is a case in point.

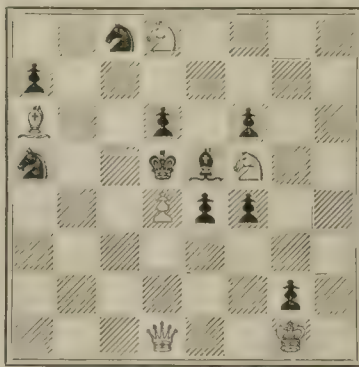
The Royal Mail Steam Packet Company announce, with regard to their South American cargo services, that the company's new steamer, *Severn*, intended to augment their

cargo services between the United Kingdom, the Continent, and Brazil and the River Plate, having successfully completed her trials, left Sunderland about May 26. She was constructed by Messrs. Short Brothers, Ltd., of Sunderland, who have carried out the company's special requirements. The vessel is 400 feet long, its breadth 32 feet, depth 31 feet, and gross tonnage over 5000 tons. Marconi wireless telegraphy is, of course, installed. The triple-expansion engines have been constructed by the North-Eastern Marine Engineering Company, Ltd., of Sunderland, and have a boiler installation fitted with Howden's forced draught. The *Severn* is to make her maiden voyage from London on June 6 for South America.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 1822.—By W. FINLAYSON
BLACK.



WHITE.
White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3810.—By W. R. KINSEY.
1. Q to K 6th, and mates next move.

ANSWERS TO CORRESPONDENTS.

J. POLGLASE.—A 5th and solution, we fear, by 1. B takes Kt (ch), etc.
J. PAUL TAYLOR.—Thanks for problem, which is under examination.
WALTER F. HARRIS.—We regret we have no means of referring to your query.
M. W. ARNOLD.—Your problem is correct, but much too old-fashioned.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3799 and 3800 received from C. Okey (Auckland, New Zealand); of No. 3808 from John F. Wilkison (Alexandria); of No. 3810 from G. Lacy Barrett (Spilling), F. Hind (Rowland's Hall), E. H. W. Hunt (Bridgewater), E. J. Gibbs (Upton Manor), J. M. Kelley (Manchester), Wm. H. Forster (Wandsworth), and L. H. Scott (Mortingham).

CORRECT SOLUTIONS OF PROBLEM No. 3811 received from H. Grasset Baldwin (Farnham), J. Reynolds, F. Henderson (Lee), J. C. Stackhouse (Torquay), A. H. H. (Bath), J. Fowler, A. W. Hamilton-Gell (Exeter), and Albert Taylor (Sheffield).

CHESS IN ENGLAND.

Game played in the match between Mr. W. WINTER and Lieut. R. H. V. SCOTT.
(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Lt. S.)	WHITE (Mr. W.)	BLACK (Lt. S.)
1. P to Q 4th	P to Q 4th	12.	Q takes Kt
2. Kt to K B 3rd	P to Q B 3rd	13. P to K 3rd	Q to Q sq
3. P to B 4th	B to B 4th	14. Kt to K 5th	Q to R 4th
4. Q to Kt 3rd	Q to B sq	15. P to Q 3rd	R to Q Kt sq

Ingenuously defending at once both the threatened Pawns at Q Kt 2nd and Q 4th.

5. P takes P P takes P
6. Kt to B 3rd P to K 3rd
7. B to B 4th Kt to Q B 3rd
8. Kt to Q Kt 5th B to Kt 5th (ch)
9. K to Q sq Kt to B 3rd

The surrender of the exchange is to gain time for the operation of his minor pieces, which are now menacing the whole breadth of White's front.

10. Kt to B 7th (ch) K to K 2nd
11. Kt takes R Kt to K 5th
12. B to Kt 3rd

The only possible defence, B to K 3rd hopelessly blocks the King's wing. The King cannot move out of danger, and no other piece can come to the rescue.

An amazing resource, with all the subtlety of a *coup de repos* in a first-rate problem. It is intended primarily to prevent the loss of a piece, after 16. Kt takes Kt (ch), P takes Kt, 17. Q takes B (ch); and secondarily, to remove the Q B from the defence of the K B P presently, when otherwise the White King might escape by K B 3rd.

16. Kt takes Kt (ch) P takes Kt
17. B takes R B to K 8th
18. Q to Kt 7 (ch) K to B 3rd
19. P to Q Kt 4th Q to R 5th (ch)
20. K takes B Q to B 7th
21. B to K 5th (ch) K to Kt 3rd
22. B to K 2nd

Black mates in three moves. A very pretty and splendidly won game.

We have had meatless days, coalless stoves, and, without realising the fact, have eaten eggless cakes and puddings. Thousands of pounds must have been saved by British housewives adopting the use of Goodall's Egg Powder, yet the result has been as light, well-flavoured, and dainty as could be desired. It is, however, only to be expected that a product of the house of Goodall, Backhouse, and Co.—long famed for their Yorkshire Relish—should be thoroughly satisfactory to the economical housewife. So successful is Goodall's Egg Powder that many chefs use it, and have expressed their admiration of so wholesome and satisfactory an egg substitute. These chefs have prepared several excellent recipes which are appearing in the current announcements relating to Goodall's Egg Powder.



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The use of URODONAL is followed by a feeling of exhilaration and well-being produced through the purification of the blood and its resulting accelerated circulation: the skin becomes clear and healthy in colour, the face animated; the full and steady pulse betokens the rich, clean blood that carries health and vitality to the whole organism.

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The value of Globeol in nervous disorders (Neurasthenia, Nervous Exhaustion, etc., etc.) has been fully established and its efficacy confirmed by the eminent members of the Medical Profession abroad. Its merits are now claiming the attention of Physicians in this country, many of whom are prescribing it regularly.

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COAL TAR SOAP

For nearly 60 Years it has had the recommendation of
THE MEDICAL PROFESSION.

THE CHRONICLE OF THE CAR.

Flagrant Government Profiteering.

At a time when the spokesmen of the Government are inveighing against the profiteer, and are promising legislative and other action to put a stop to his nefarious practices, disclosures which are being made as to the Government's own profiteering are, to say the least, tending to a suspicion that there is a want of good faith somewhere. As to whether there is any truth in the allegations that the Government is actually profiteering at the expense of the subject, the following letter which I have received from the Secretary of the A.A. seems to put the matter beyond all reasonable doubt:

"May I be permitted to ventilate in your columns what appears to be a just cause of complaint regarding the methods employed in the sale of surplus motor vehicles which were forcibly impressed from their owners for war purposes? The Automobile Association has just dealt with a case in point. In 1917 a Rolls-Royce—nearly new, specially fitted up, etc.—was impressed for £1300, a sum which did not nearly represent its value at that time. The car was recently traced to the Admiralty, and following representations by the Association, was handed over to the Government Property Surplus Disposal Board, which department was then approached on behalf of the owner, who wished to repossess his car. The Board's decision is that the owner shall pay the full present-day market value as assessed by the Board's experts—viz., £2600. This is, surely, nothing less than profiteering on a grand scale. Having used their compulsory powers to obtain possession of the car, and had the use of it during the war, the Government will not let the owner repossess it at even the amount paid for impressment, but require him to pay exactly double the

amount of the compensation paid by the Government at the time of impressment. I venture to suggest that where the Government takes advantage of its compulsory powers for the public benefit, it is understood

that the individual shall be penalised to the smallest possible extent; but here the Government is actually using such powers as a *via media* for exacting large sums of money from persons upon whom they have already imposed considerable hardship and expense by impressing their cars. Moreover, the attitude adopted appears to be closely allied to the profiteering methods which, in the case of private concerns dealing with other commodities, the Government has found it necessary to suppress by legislation. The whole question is now occupying the attention of the Association, and I shall be pleased to hear from any motorists who have experienced similar treatment in respect of impressed cars."

Comment would be quite superfluous. The circumstances detailed in this very specific communication speak all too eloquently for themselves.

Detachable Wheels v. Rims.

One of those debatable points of car equipment which fall to be periodically discussed is that of the detachable wheel *versus* the removable rim. I am often asked which I consider to be the better, and it is not a question which is easy to answer definitely. Both have their good points, and each its drawbacks, though, on the whole,

I personally prefer the detachable wheel, irrespective of the size of the car. The supporters of the rim say that it is easier to carry and handle than the wheel, and that the manipulator need not cover himself with oil and grease every time a roadside change is necessary. Nor, they say, is there any trouble with the locking arrangement—the rim is detached by the simple process of unscrewing a few nuts, the new one with the tyre inflated slid on and locked up by the same nuts. That is perfectly true in cases where the car-owner or his driver is careful to see that rust is not allowed to accumulate between inner and outer rims. I have seen

(Continued overleaf.)



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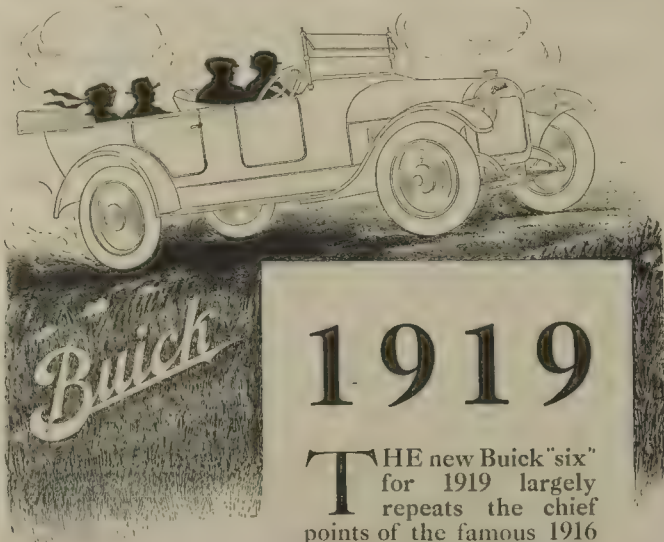
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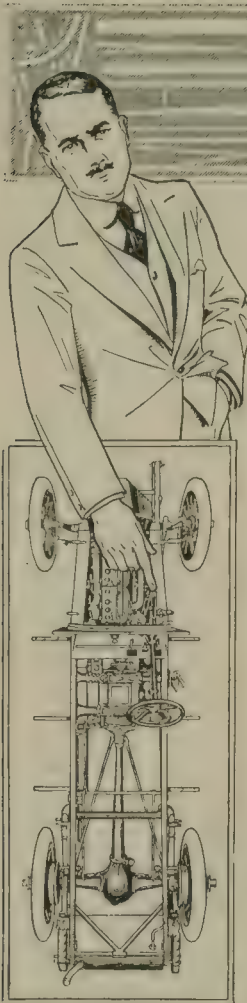
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(Continued.)

detachable rims give a good deal of trouble where it had not been necessary to move them for a long period, and where rust had cemented them together. Moreover, the detachable rim has the objectionable feature of adding considerably to the peripheral weight of the wheel, and this at reasonable speeds is a factor of some importance. I agree that the detachable wheel, no matter of what pattern, has its own drawbacks, particularly if it is of the type which depends upon serrated inner and outer hubs for locking. The outer hub shell is apt to collect dirt and dust which makes it difficult to place in position, but this can be overcome by a little care in seeing that the wheel is so covered that dust cannot obtain access.

Again, the final locking device is not always too easy to operate, and it sometimes happens that the wheel is screwed so far home on the inner hub that it needs considerable force to get it off. There is something to be said for the steel detachable wheel which simply fits over the hub, and is locked by a plate through which pass studs with the ordinary nut and spring washer. In fact, I would rather have this type fitted to a car of mine than either the rim or the detachable wheel of the original serrated lock type.

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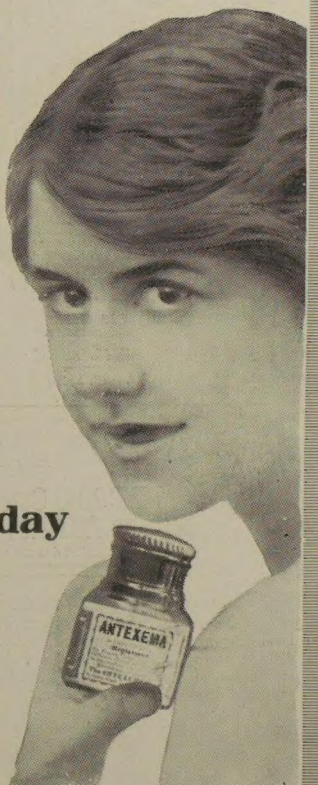
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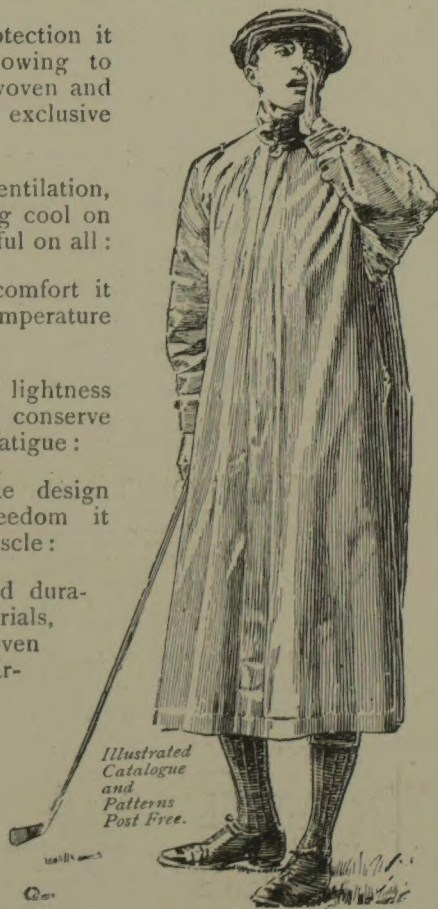
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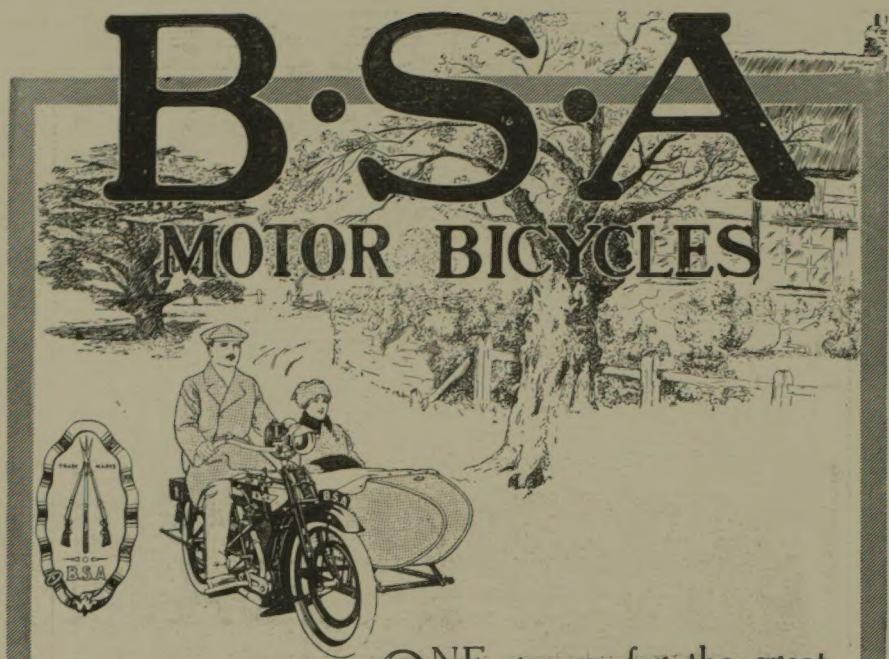
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